



SCOTTSDALE PLANNING COMMISSION
STUDY SESSION AGENDA
CITY HALL KIVA
3939 N DRINKWATER BLVD
SCOTTSDALE, ARIZONA
APRIL 8, 2003
4:00 PM

1. CALL TO ORDER
2. ADMINISTRATIVE REPORT – RANDY GRANT
3. REVIEW OF APRIL 8, 2003 AGENDA
4. REVIEW OF APRIL 22, 2003 TENTATIVE AGENDA
5. ADJOURNMENT



DRAFT
SUBJECT TO CHANGE
TENTATIVE AGENDA
SCOTTSDALE PLANNING COMMISSION
KIVA - CITY HALL
3939 N. DRINKWATER BOULEVARD
APRIL 22, 2003
5:00 P.M.

1-MP-2003

(Park Site at DC Ranch Planning Unit 1) request by Biskind Hunt & Taylor, applicant, DC Ranch LLC, owner, for Master Site Plan approval for a future public park at D.C. Ranch on a 15.5 +/- acre parcel located near the southeast corner of Pima Road and Union Hills Road with Open Space (O-S) and Planned Community District (PCD) District zoning. Staff contact person is Tim Curtis, 480-312-4210. **Applicant contact person is Karrin Taylor, 602-955-3452.**

Comments: To approve a master site plan for a park site that satisfies the requirements for dedication of the parcel to the City of Scottsdale.

32-UP-2000#2

(Celebration Of Fine Art) request by Earl Curley & Lagarde PC, applicant, Arizona State Land Department, owner, for a conditional use permit extension for a Seasonal Arts Festival with stipulation modifications on a 7.47 +/- acre parcel located at the southeast corner of Scottsdale Road and Union Hills Drive with Planned Regional Center, Planned Community District zoning. Staff contact person is Al Ward, 480-312-7067. **Applicant contact person is Lynne Lagarde, 602-265-0094.**

Comments: The request is to extend the approved Use Permit for the annual Celebration of Fine Art Seasonal Festival and to modify the stipulations.

7-TA-2002

(Sign Ordinance Text Amendment) request by City of Scottsdale, applicant, for text amendment to Article VIII, Sign Requirements, of the City of Scottsdale Zoning Ordinance (Ord. 455). Staff contact person is Jon Arnhold, 480-312-2788. **Applicant contact person is Jon Arnhold, 480-312-7828.**

Comments: This request is to simplify and clarify the sign ordinance and to address community concerns.

A COPY OF A FULL AGENDA, INCLUDING ITEMS CONTINUED FROM PREVIOUS MEETINGS IS AVAILABLE AT LEAST 24 HOURS PRIOR TO THE MEETING AT THE FOLLOWING LOCATIONS:

Police Department, 9065 East Via Linda
City Hall, 3939 N. Drinkwater Boulevard
El Dorado Park & Recreation Center, 2311 N. Miller Road

ALL INTERESTED PARTIES ARE INVITED TO ATTEND.

For additional information visit our web site at www.scottsdaleaz.gov



Persons with a disability may request a reasonable accommodation such as a sign language interpreter, by contacting the City Clerk's Office at 480-312-2412. Requests should be made as early as possible to allow time to arrange accommodation.



AGENDA
SCOTTSDALE PLANNING COMMISSION
KIVA - CITY HALL
3939 N. DRINKWATER BOULEVARD
APRIL 08, 2003
5:00 P.M.

ROLL CALL

MINUTES REVIEW AND APPROVAL

1. March 25, 2003

REGULAR AGENDA

2. 2-UP-2003 (C.A.P. Basin Park) request by City of Scottsdale - Parks Department, applicant/owner, for municipal use master site plan for a City park on 80+/- acres located at the northeast corner of Hayden and Bell Roads with Townhouse Residential, Planned Community Development (R-4 PCD) zoning. Staff contact person is Al Ward, 480-312-7067. **Applicant contact person is Gary Meyers, 480-312-2357.**

Comments: To create a city recreational facility including lighted sports fields and passive recreational areas.

3. 1-ZN-2003 (Fairmont Scottsdale Princess Expansion) request by Wolff Di Napoli LLC, applicant, Arizona State Land Department, owner, to rezone 34+/- acres from Planned Community District (PCD) with Commercial Office (CO) comparable uses to a Planned Community District (PCD) with Central Business (C-2) comparable uses, with amended standards and amend the development plan for the Princess Resort, for property located near the southeast corner of Scottsdale Road and Princess Boulevard. Staff contact person is Tim Curtis, 480-312-4210. **Applicant contact person is Stewart Cushman, 310-966-2372.**

Comments: This request will expand the existing resort.

SCOTTSDALE PLANNING COMMISSION

APRIL 8, 2003

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NON-ACTION ITEM

4. Discussion of drainage issues related to Environmentally Sensitive Lands Ordinance (ESLO). **Staff Contact person is Randy Grant, 480-312-7995.**

WRITTEN COMMUNICATION

ADJOURNMENT

David Gulino, Chairman
Tony Nelssen
James Heitel

Steve Steinberg, Vice Chairman
Kevin Osterman
Kay Henry

For additional information click on the link to 'Projects in the Public Hearing Process' at:
<http://www.ScottsdaleAZ.gov/projects>.



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**DRAFT MINUTES
MINUTES
SCOTTSDALE PLANNING COMMISSION
KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
MARCH 25, 2003**

PRESENT: David Gulino, Chairman
James Heitel, Commissioner
Kay Henry, Commissioner
Tony Nelssen, Commissioner
Kevin Osterman, Commissioner
Steve Steinberg, Commissioner

STAFF: Pat Boomsma
Randy Grant
Kurt Jones
Jerry Stabley
Cheryl Sumners
Al Ward

CALL TO ORDER

The regular meeting of the Scottsdale Planning Commission was called to order by Chairman Gulino at 5:00 p.m.

ROLL CALL

A formal roll call confirmed members present as stated above.

OPENING STATEMENT

COMMISSIONER OSTERMAN read the opening statement which describes the role of the Planning Commission and the procedures used in conducting this meeting.

CHAIRMAN GULINO requested they observe a moment of silence in support of the troops overseas.

ELECTION OF VICE CHAIR

COMMISSIONER OSTERMAN NOMINATED STEVE STEINBERG TO SERVE AS VICE CHAIRMAN OF THE PLANNING COMMISSION. SECOND BY COMMISSIONER HENRY.

THE MOTION PASSED BY A VOTE OF SIX (6) TO ZERO (0).

MINUTES APPROVAL

February 11, 2003
February 26, 2003

COMMISSIONER OSTERMAN MADE A MOTION TO APPROVE THE FEBRUARY 11, 2003 AND FEBRUARY 26, 2003 MINUTES AS PRESENTED. SECOND BY COMMISSIONER HEITEL.

THE MOTION PASSED BY A VOTE OF SIX (6) TO ZERO (0).

AMENDING THE COMMISSION BY-LAWS

CHAIRMAN GULINO stated this request is to amend the Planning Commission by-laws to meet on Wednesday evenings (rather than Tuesdays) starting April 23, 2003.

COMMISSIONER OSTERMAN stated if the Commission changes the meeting to April 23rd he would not be able to attend. He further stated April 22nd was scheduled to be his last meeting.

COMMISSIONER HENRY stated she would suggest the Commission amend the by-laws effective the first meeting in May to allow Commissioner Osterman to attend his last meeting.

COMMISSIONER HENRY MOVED TO AMEND THE PLANNING COMMISSION BY-LAWS TO MEET ON WEDNESDAY EVENINGS (RATHER THAN TUESDAYS) STARTING THE FIRST HEARING IN MAY ON May 14, 2003. SECOND BY COMMISSIONER HEITEL.

THE MOTION PASSED BY A VOTE OF SIX (6) TO ZERO (0).

CONTINUANCES

16-UP-1997#2 (Danny's Car Wash - Shea) request by Deutsch Associates, applicant, Pinnacle & Pima LLC, owner, to amend an existing use permit for an automated carwash on a 2.5+/- acre parcel located at 7373 E Shea Boulevard with Central Business District (C-2) zoning. **Continued to a date to be determined.**

(CHAIRMAN GULINO DECLARED A CONFLICT AND DID NOT PARTICIPATE IN THE VOTE.)

17-UP-1997#2 (Danny's Car Wash - Shea) request by Deutsch Associates, applicant, Pinnacle & Pima LLC, owner, to amend an existing use permit for a service station on a 2.5+/- acre parcel located at 7373 E Shea Boulevard with Central Business District (C-2) zoning. **Continued to a date to be determined.**

(CHAIRMAN GULINO DECLARED A CONFLICT AND DID NOT PARTICIPATE IN THE VOTE.)

COMMISSIONER OSTERMAN MOVED TO CONTINUE CASES 16-UP-1997#2 AND 17-UP-1997#2 TO A DATE TO BE DETERMINED. SECOND BY COMMISSIONER HEITEL.

THE MOTION PASSED BY A VOTE OF FIVE (5) TO ZERO (0) WITH CHAIRMAN GULINO ABSTAINING.

INITIATION

2-UP-2003 (C.A.P. Basin Park) request to initiate a Municipal Use Master Site Plan for a City Park on 80+/- acres located at the northeast corner of Hayden and Bell Roads with Townhouse Residential, Planned Community Development (R-4 PCD) zoning.

MR. WARD presented this case as per the project coordination packet. Staff recommends the initiation.

VICE CHAIRMAN STEINBERG inquired if they contracted with the Thunderbirds for it to be used for parking or is it on a year to year basis. Mr. Ward stated there is an agreement between the City of Scottsdale and the TPC for parking on this site during the Phoenix Open so the park plan would have to recognize during one week of the year there would be parking on this property.

Vice Chairman Steinberg inquired how the surrounding vacant property around the perimeter would be developed. Mr. Ward stated the surrounding property is essentially developed.

COMMISSIONER HEITEL MOVED TO INITIATE CASE 2-UP-2003. SECOND BY COMMISSIONER OSTERMAN.

THE MOTION PASSED BY A VOTE OF SIX (6) TO ZERO (0).

EXPEDITED AGENDA

1-AB-2003 (Modifying 110th Place) request by Zahnow Homes, applicant, Larry Clark, owner, to abandon a cul-de-sac right-of-way and replace with a new cul-de-sac right-of-way located south of Cave Creek Road and East of 110th Street.

MS. SUMNERS presented this case as per the project coordination packet. Staff recommends approval, subject to the owner dedicating the new cul-de-sac right-of-way.

COMMISSIONER NELSEN inquired if there is enough square footage on this parcel for another split will they be required to have a archeological survey if it comes through for another lot split. Ms. Sumners replied in the affirmative stating that is part of the lot-split process to provide that.

CHAIRMAN GULINO inquired who is responsible for improving the little leg that goes from the southern property line to 110th Street. Will the applicant finish his road out to 110th? Ms. Sumners stated that currently the City Code does not require street improvements by single family property owners. Chairman Gulino inquired when was the original lot split done. Ms. Sumners stated in 2000.

VICE CHAIRMAN STEINBERG MOVED TO FORWARD CASE 1-AB-2003 TO THE CITY COUNCIL WITH A RECOMMENDATION FOR APPROVAL SUBJECT TO THE OWNER DEDICATING THE NEW CUL-DE-SAC RIGHT-OF-WAY. SECOND BY COMMISSIONER HENRY.

THE MOTION PASSED BY A VOTE OF (6) TO ZERO (0).

CHAIRMAN GULINO stated he has experience in that area and his research has shown Rancho Santa Fe did not get stipulated to do a lot. He further stated that he does not expect this guy to make up the difference, but there are some gaps because of Ranch Santa Fe and as other cases come in this area, they might want to keep an eye out for some of those things.

NON-ACTION ITEM

47-PA-2003 (Downtown Ordinance) discussion on the text amendment to create a Downtown Overlay.

MR. STABLEY presented a brief overview of the proposed Downtown Overlay. He stated there have been a lot of unresolved issues in the downtown and the goals are to create a downtown overlay that addresses several of those issues. He presented information on why use an overlay in this area. He discussed the potential topics for the downtown overlay. He reviewed the parking issues in the downtown. He reviewed the issues with tattoo parlors. He discussed goals to allow residential throughout the downtown. He stated staff would come back to the Planning Commission in May with an ordinance and it would go before the City Council in June.

COMMISSIONER NELSEN requested staff provide the Commission with a list of unintended consequences of the goals. He stated he has concerns regarding allowing 5,000 square foot additions with no additional parking because of the possible unintended consequences. He further stated he felt that area needed to be looked at again.

Commissioner Nelssen stated he felt they should use another word other than body decorations.

COMMISSIONER HENRY stated she would agree with Commissioner Nelssen that there could be problems as a result of allowing the addition of 5,000 square feet without

the requirement for additional parking. Maybe not in retail but would definitely create a problem in office because you would be adding more employees. She further stated she would suggest they look at the type of space.

Commissioner Henry stated with regard to massage parlors legitimate masseurs are required to have licensing so that is something the City should look at.

Commissioner Henry stated she felt they should use the term parking ratio rather than blended parking rates.

Commissioner Henry commented she is looking forward to the proposed ordinance because she felt it is something they need.

VICE CHAIRMAN STEINBERG inquired if staff had considered some pedestrian only streets where they would prohibit traffic during certain key times of the week and weekends. Mr. Stabley stated they do close off the streets for special events but they would hesitate to do that on a more permanent basis.

Vice Chairman Steinberg inquired if there would be continuity with how they guide pedestrians and parking with the canals project. Mr. Stabley replied in the affirmative stating that is something they are focusing on.

Vice Chairman Steinberg stated he felt the mixed use in residential would be good for the downtown. He inquired if the City owns any land that could be used for residential or mixed use in this area. Mr. Grant replied they do not have any City owned land that could be used for residential.

MR. GRANT stated regarding the previous question of allowing businesses to expand without requiring additional parking because there may be parking pressures in addition to what they already have. He further stated the City is in the process of providing two additional parking opportunities and contemplating another in addition to providing structured parking and surface parking that does not currently exist.

COMMISSIONER HEITEL inquired if any of the proposed goals have come from any of the downtown focus groups. Mr. Stabley replied in the affirmative noting they have had extensive dialogue with the downtown groups and a lot of the goals have come from those discussions.

Commissioner Heitel commented he is very supportive of the residential component in the downtown. He further commented he would caution them not to try and over manage the entertainment areas of the downtown and allow the market place to create its own vibrancy. He added downtown areas have a certain synergy that is not planned. Mr. Grant stated that is an excellent point and in fact, there is recognition of the importance of the entertainment industry in the downtown but they want to ensure that they do not lose the gallery district.

VICE CHAIRMAN STEINBERG stated it would be nice if they could have a gallery district and an entertainment district and the two don't meet. He further stated it would be wonderful if they could make districts out of some of these areas that are in essence

becoming districts on their own. Mr. Grant stated that is also a great point. He stated the Stetson Plaza has evolved into a night time entertainment zone and there have been discussions regarding closing off the street at night to create a safe environment so that you would not have cars going through creating conflicts. He further stated that is something worth exploring.

CHAIRMAN GULINO stated his office is right in the middle of several of the bars in this area and some of the bars do a good job cleaning up and policing themselves but he felt there needs to be a mechanism in place to encourage people to follow the rules. He further stated he would suggest staff consider requiring a use permit for after hour places.

Chairman Gulino stated he would request staff provide the Planning Commission with a report that gives them an indication of what is going on in these areas relative to drunk disorderly conduct or things like people passed out in allies etc.

Chairman Gulino stated they might also want to consider requiring a use permit for DJ's. He further stated with regard to the statement of gearing portions of the downtown to the tourists, which he supports, but he does not want them to forget about the year round residents. He requested they keep the plan sensitive to the year round residents.

Chairman Gulino requested an overview of the in-lieu parking program. Mr. Stabley provided a brief history and overview of the in-lieu parking program. Chairman Gulino commented he felt the concept was great but felt there might be a better mechanism. Mr. Grant stated he would agree that there could be other ways the could approach the in-lieu parking program. He further stated he would agree that they need to balance the needs of the tourists and the year round residents. He added those comments are well taken. He noted they also want to encourage fine dining in the downtown so that will require different ways of managing those areas.

COMMISSIONER HENRY stated as part of the parking evaluation she would encourage linking the trolley service with the parking lots so that no matter where you park you can still get to where you are going.

CHAIRMAN GULINO stated with regard to allowing 5,000 square foot expansion with no additional parking could create a loop hole where someone could request a 5,000 square foot expansion and six to twelve months later come in for an addition 5,000 square foot expansion as a way to avoid having to provide additional parking.

Chair Gulino stated he is supportive of the residential component. He reminded the Commission that they do not have to solve everything tonight because they will have a lot of opportunities to go over this.

WRITTEN COMMUNICATION

There was no written communication.

ADJOURNMENT

SCOTTSDALE PLANNING COMMISSION
MARCH 25, 2003
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With no further business to discuss, the regular meeting of the Scottsdale Planning Commission was adjourned at 6:08 p.m.

Respectfully Submitted,

"For the Record " Court Reporters

PLANNING COMMISSION REPORT



MEETING DATE: April 8, 2003

ITEM NO. _____ GOAL: Coordinate Planning to Balance Infrastructure

SUBJECT

Fairmont Scottsdale Princess Expansion

REQUEST

Request to rezone 34+/- acres from Planned Community District (PCD) with Commercial Office (CO) comparable uses to a Planned Community District (PCD) with Central Business (C-2) comparable uses, with amended standards and amend the development plan for the Princess Resort, for property located near the southeast corner of Scottsdale Road and Princess Boulevard.

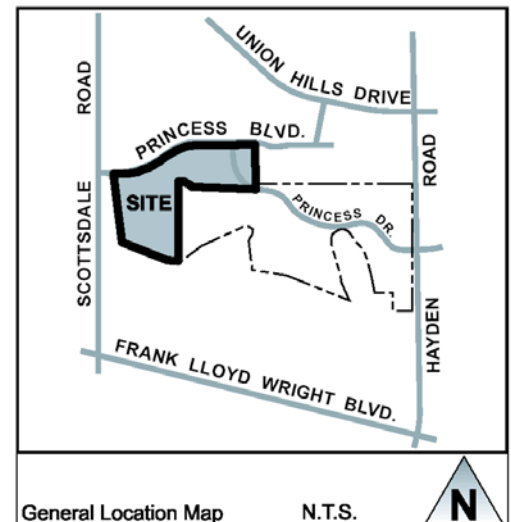
1-ZN-2003

Key Items for Consideration:

- The proposed rezoning replaces 34 acres of office/employment zoning with a 34-acre resort expansion.
- The proposed development plan and land use budget allows commercial uses that may be distributed throughout the site.
- The change from office uses to the proposed resort-commercial uses reduces traffic.

Related Policies, References:

Previous Cases: 135-ZN-1985, 57-ZN-1986, 63-ZN-1987, 14-ZN-1988, and 60-ZN-1992.



OWNER

Arizona State Land Department
602-542-1704

APPLICANT CONTACT

Stewart Cushman
Wolff Di Napoli L L C
310-966-2372

LOCATION

East of the Southeast corner of Scottsdale Rd & Princess Blvd

BACKGROUND

General Plan.

The General Plan Land Use Element designates the property as Mixed Use Neighborhoods with a Regional Use Overlay. The Mixed Use Neighborhoods category encourages a wide range of complimentary uses located in areas having strong access to multiple modes of transportation and major regional access and services. The Regional Use designation provides flexibility in land uses when it can be demonstrated that the land uses are viable in serving a

regional market. Regional uses include tourism, region serving retail, and destination attraction uses. That they implement current economic development policies, enhance the employment core and the city's attractiveness to regional markets, benefit from good freeway access, and complement the established character of the area are all considerations as to whether the land uses create a regional draw.

Zoning.

This property was originally part of a 2,000-acre master planned community (PCD) to the north (known as Core South), of which a majority was replaced with the Crossroads East zoning case in 2002 (19-ZN-2002). This property was not included in the Crossroads East zoning case, so is still part of the Core South master plan. The site is currently zoned Planned Community District with Commercial Office comparable uses (C-O/PCD), which allows primarily office and employment uses. The Planned Community District (PCD) encourages the organized development of large tracts of land and land development patterns that will maintain and enhance the physical, social, and economic values of an area.

Context.

This property is located near the southeast corner of Scottsdale Road and Princess Boulevard, and directly abuts the existing Princess Resort to the east and the TPC Golf Course to the south. To the west of Scottsdale Road is the City of Phoenix and to the north is a large vacant State land property, which will provide opportunities for mixed use development appropriate for the Freeway Corridor. The 101 Freeway is located approximately $\frac{3}{4}$ mile to the north.

**APPLICANT'S
PROPOSAL****Goal/Purpose of Request.**

This is a request to rezone approximately 34 acres from office/employment (C-O/PCD) zoning to Central Business (C-2/PCD) zoning, and to amend the Princess Resort Development Plan. The rezoning will remove the 34-acre property from the Core South planned community (PCD) and place it into the Princess Resort planned community (PCD) as "Parcel J".

In addition to adding Parcel J to the Princess Resort Development Plan, the future development of the undeveloped portions of the Princess property (Parcels A and B-2, and new Parcel J) is proposed to be amended to allow maximum flexibility of the types, locations, and numbers of hotel/resort-oriented land uses. The proposed land uses include hotel and related residential units, retail and restaurant uses, conference and event space, and recreation and clubhouse uses (see Attachment #1, Section V and Appendix A). The hotel/resort land uses may be distributed among Parcels A, B-2, and J.

A development allowance land use budget has been proposed to manage the number of units and gross floor area (GFA) of the proposed development, and is shown in the following table:

Total Maximum Development Allowance – Parcels A, B-2, and J		
Use Category	Base Density / Square Footage	Allowable Increase
Hotel / Resort Residential	350 UNITS	525 UNITS
Hotel Ancillary Uses		
Retail / Services	100,000 sq.ft.	150,000 sq.ft.
Restaurant / Bar	50,000 sq.ft.	75,000 sq.ft.
Clubhouse / Recreation	30,000 sq.ft.	45,000 sq.ft.
Conference / Event / Meeting Space	70,000 sq.ft.	105,000 sq.ft.
Cultural Uses	25,000 sq.ft.	37,500 sq.ft.
	275,000 Square Feet	412,500 Square Feet

The proposed base density of 350 units and 275,000 square feet of commercial development will result in a maximum hotel residential density of approximately 6.3 units per acre, and a maximum commercial floor area-to-land ratio of approximately 11%.

To provide flexibility for site development, the proposed land use budget allows a fifty percent (50%) maximum increase in the development allowance if the increase is hotel/resort-oriented and has little impact on traffic. This flexibility is proposed to strengthen the ability of the resort to respond to ever changing market conditions, and to help ensure the property maintains the existing resort character. The proposed increased density to 525 units and 412,500 square feet of commercial development will result in a maximum hotel residential density of approximately 9.5 units per acre, and a maximum commercial floor area-to-land ratio of approximately 17%.

The applicant also proposes to amend the development standards of the proposed C-2/PCD district (Parcel J) to match the previously amended C-2/PCD standards of the existing hotel property. Amended standards are proposed as being more appropriate for the hotel resort, and include increasing the amount of open space required, allocating the open space internally to the project, parking reductions, and reducing side and rear yard setbacks. (See Attachment #1, Appendix C).

Development information.

- *Existing Use:* Vacant
- *Proposed Use:* Hotel/Resort and related uses
- *Parcel Size:* 34 acres (Parcel J only)
55 acres (Parcels A, B-2 and J)
- *Building Height Allowed:* 36 feet

IMPACT ANALYSIS**Traffic.**

The proposed zoning and land uses for Parcels A, B-2, and J at the Princess resort will result in a decrease in trips to and from the resort. The approved zoning and land use for the Princess resort projects 24,289 trips per day for the undeveloped portions of Parcels A, B-2, and J. The proposed zoning and land use projects 14,431 trips per day for the undeveloped portions of Parcels A, B, and J. Trip generation for the proposed zoning and land uses is 41% less than the approved zoning and land uses.

Land uses.

The proposed land use budget maintains the existing hotel/resort character of the Princess area and complements surrounding uses. The development provisions provide flexibility for the resort while regulating the size of development to mitigate its impacts. At build-out of the entire 55 acres (Parcels A, B-2, and J), the land uses will result in a maximum hotel residential density of approximately 9.5 units per acre, and a maximum commercial floor area-to-land ratio of 17%. Both the hotel and commercial development densities are relatively small compared to other hotel densities (often more than 10 units per acre) and compared to the maximum commercial floor area-to-land ratios in the C-O and C-2 Districts (60% and 80% respectively).

Amended standards.

The proposed amended standards match and reaffirm those previously approved for the existing hotel/resort. The standards are more appropriate for the hotel/resort because they maximize the allocation of open space and parking into the resort campus, and will not negatively affect surrounding uses.

Water/Sewer.

There are existing water and sewer lines in Princess Boulevard that are adequate to serve the site, so there are no water and sewer impacts.

Police/Fire.

The location of the nearest police station is at 20363 N. Pima Road (District 3); there are no anticipated police service impacts from the proposal. The nearest fire station is Station 17, which is located at 103rd Street and Bell Road; there are no anticipated fire service impacts from the proposal.

Community Impact.

The rezoning will result in less traffic than office and other types of commercial development, and will not impact existing community services. The proposal adds to the resort image of the community.

Policy implications.

The proposed rezoning replaces 34 acres of office/employment zoning with a 34-acre resort expansion. The existing resort character of the Princess Boulevard area suggests that this property is best suited for resort activities. The amended development plan establishes and maintains the resort character while maximizing flexibility for the future. Other nearby areas in the City, such as the Perimeter Center and the Airpark areas, are better suited for offices and employment centers.

Community involvement.

The applicant has held three open houses and has notified landowners within 750 feet of the property. There has been general support for the project and there is no known opposition.

Key Issues.

- The proposed rezoning replaces 34 acres of office/employment zoning with a 34-acre resort expansion.
- The amended development plan establishes and maintains the resort character while maximizing flexibility for the future.

STAFF**RECOMMENDATION****Recommended Approach:**

Staff recommends approval (Option A), subject to the attached stipulations.


RESPONSIBLE**DEPT(S)****Planning and Development Services Department**

Current Planning Services

STAFF CONTACT(S)

Tim Curtis
Project Coordination Manager
480-312-4210
E-mail: tcurtis@ScottsdaleAZ.gov

APPROVED BY



Tim Curtis
Project Coordination Manager
Report Author



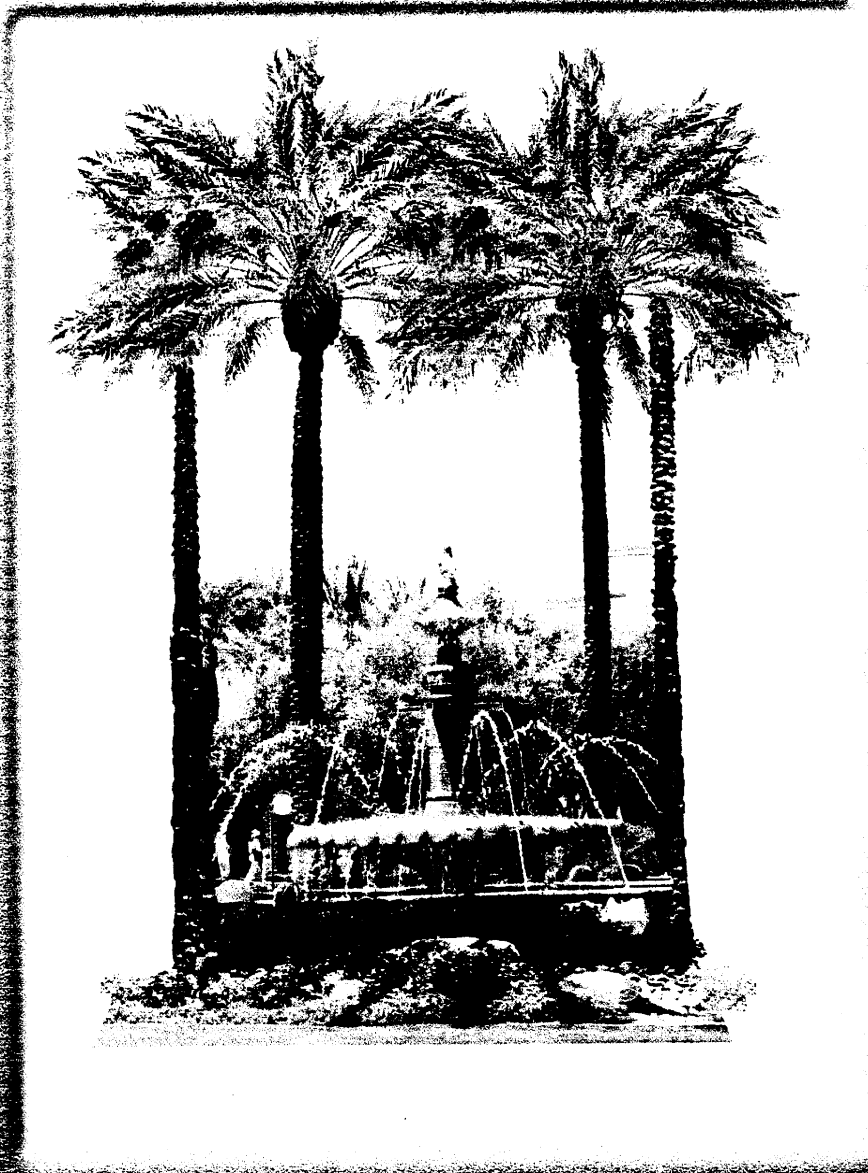
Randy Grant
Chief Planning Officer

ATTACHMENTS

1. Applicant's Narrative
2. Context Aerial
- 2A. Aerial Close-Up
3. Land Use Map
4. Existing Zoning Map
- 4A. Proposed Zoning Map
5. Stipulations
6. Additional Information
7. Traffic Impact Summary
8. Citizen Involvement
9. Site Plan

SCOTTSDALE PRINCESS
PLANNED COMMUNITY DISTRICT

SUPPLEMENTAL ZONING NARRATIVE



DRAPER ASSOCIATES
OLSON ASSOCIATES

Revised - March 21, 2003

SUPPLEMENTAL ZONING NARRATIVE

EXECUTIVE SUMMARY

Since our original submittal for amendment of the Scottsdale Princess Planned Community District (PCD) in August of 2001, conditions in the vicinity of the site and in the hotel/resort market have changed dramatically. Given these changes, we request the flexibility to consider additional uses compatible with the character and quality of the Fairmont Scottsdale Princess resort and residential community.

This Supplemental Zoning Narrative is being submitted at the request of the City of Scottsdale to update information about potential traffic impacts of the expanded range of potential uses proposed on lands leased from the Arizona State Land Department east of the existing hotel property (Parcel J) and on undeveloped land north of the hotel, within the current PCD boundary (Parcels A and B-2).

The PCD Amendment will expand the Scottsdale Princess PCD boundaries to take in the 35 acres of State Land leased by Princess from the State in 2002 (Parcel J) and will change the zoning of this parcel from CO-PCD to C-2 PCD. The Amendment will also revise land use assumptions for Parcels A and B-2, the undeveloped parcels of the Fairmont Scottsdale Princess.

In order to maintain flexibility in the future development of Parcels A, B-2 and J, this narrative specifies maximum square footages for general land use categories, with the proviso that significant variation from these maximums may require additional approvals, in the event traffic is adversely affected. Prior to Development Review Board hearing, land use distribution among the three parcels will be finalized.

Trip generation projections prepared in 2001 by amec Infrastructure¹ have been updated to reflect the uses and maximum square footages in this Narrative. In addition, the 2001 traffic analysis did not accurately reflect approved zoning; and this has been corrected. The new projections, prepared by Paul Basha, of Olsson Associates, demonstrate that the traffic generated by uses proposed by this Amendment will be significantly less than those allowed under the PCD's currently approved Development Plan. As shown in the Trip Generation Comparison memorandum from Olsson Associates dated 2/27/03, (Appendix B), the land uses proposed by this Amendment will generate 14,431 daily vehicle trips, representing a 41% reduction when compared to trips for approved zoning.

The State Trust Lands were leased to protect the integrity and character Fairmont Scottsdale Princess and to guarantee development consistent with the high quality of the resort and its associated residential community. The development of these lands will continue the resort community's strong history of attention to design and detail. The architectural style and overall character of the new development will be consistent with the existing resort in terms of materials and landscaping style. Abundant open space will be provided and emphasis will be placed on pedestrian circulation and amenities, as it is now throughout the resort and the entire Princess community.

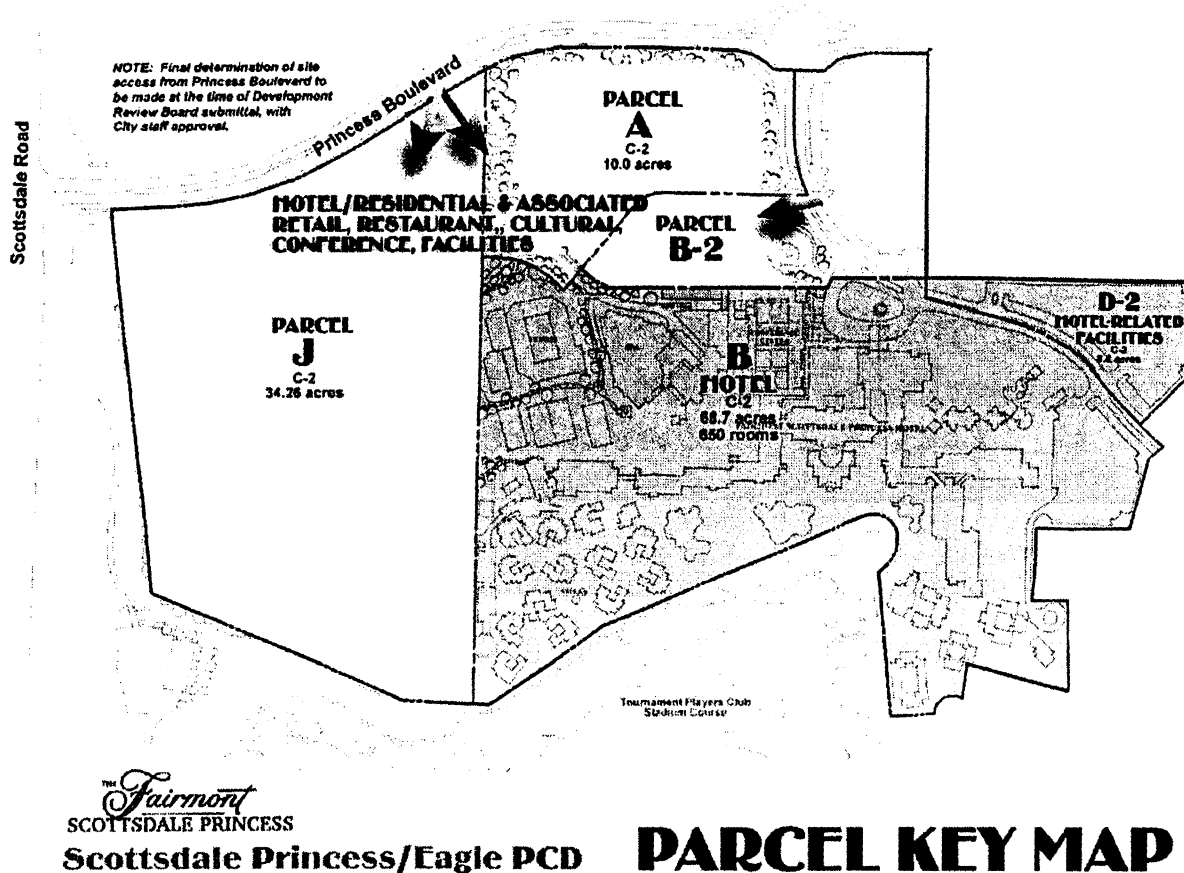
¹Fairmont Scottsdale Princess Expansion Traffic Impact Analysis, August, 2001, amec Infrastructure. It should be noted that trip generation totals in this analysis were high. They assumed potential retail development of the entire State Land parcel (Parcel J). They also assumed apartment development on Parcel A/B-2, which was not correct, as Case 63-Z-87 had eliminated the apartments and replaced them with Princess Village retail/restaurant uses.

I. INTRODUCTION

The proposed amendments to the Scottsdale Princess Planned Community District (PCD) consist of two primary components:

1. Revision of uses for Parcels A and B-2 (location of Fairmont Scottsdale Princess parking lot and vacant land, north of the hotel)
2. Expansion of the PCD to include Parcel J (land recently leased from the Arizona State Land Department between the hotel and Scottsdale Road)

The following narrative describes each of these components. The figure below shows Parcels within the PCD that are affected by this amendment. A copy of the overall Planned Community District is included at this end of this Narrative, showing residential parcels east of the hotel.

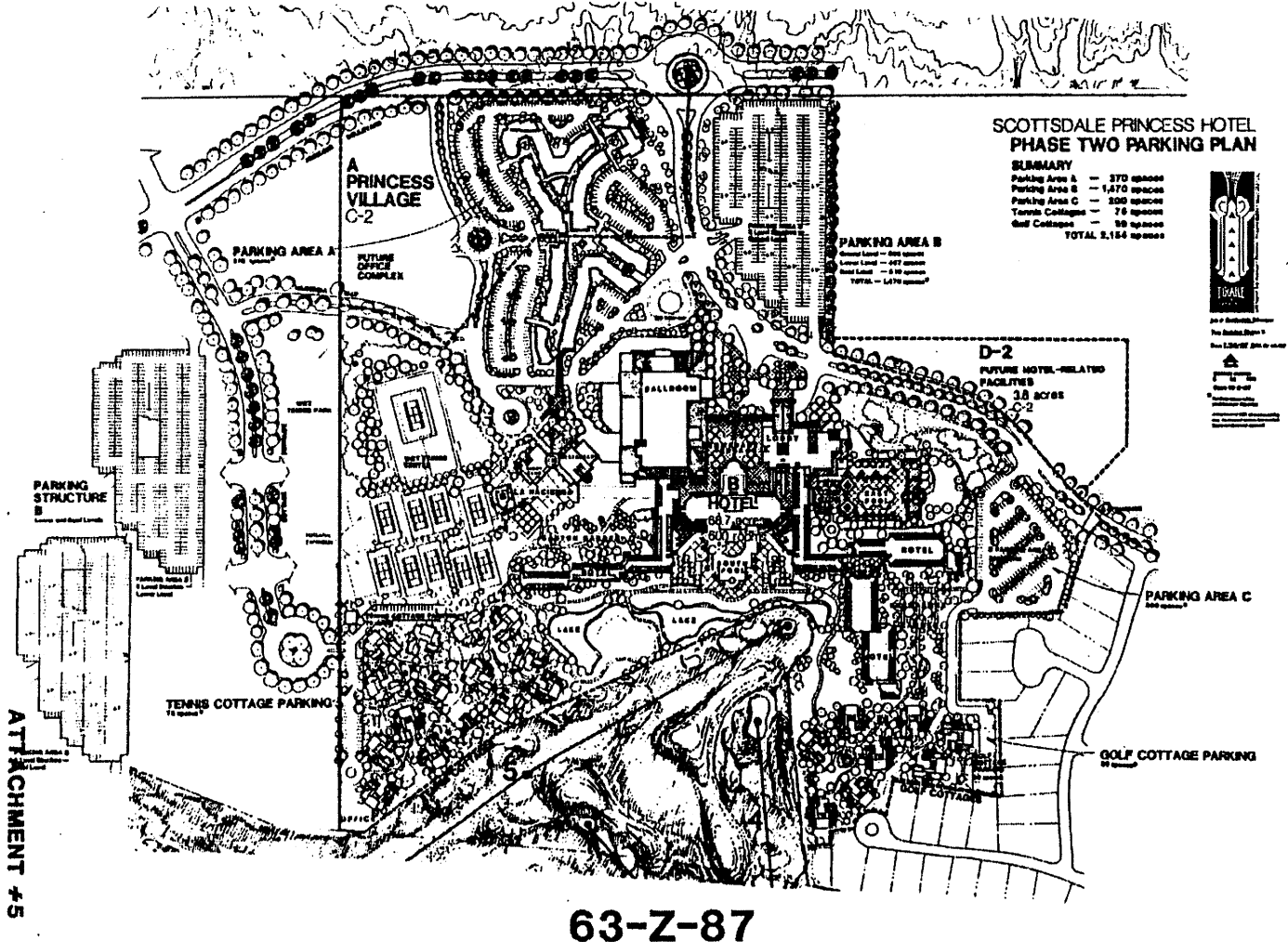


II. PARCELS A and B-2

The most recent zoning case to address Parcels A and B-2 was approved in 1987. Per this case, a retail village ("Princess Village") was approved to include: 41,700 sq. ft. of retail uses, 15,000 sq. ft. of restaurants, 75,000 sq. ft. of offices, 370 surface parking spaces on Parcel A and 1,470 spaces in a three-level parking structure on the east side of Princess Drive.

The 200 "winter rental apartments" previously approved for Parcel A were eliminated but the right to develop a maximum of 1,053 total units within the PCD was retained. Staff was given authority to approve reallocation of the units as long as the maximum density allowable within a given zoning category was not exceeded.

A detail from the approved development plan that accompanied Case 63-Z-87, showing Phase Two improvements for Parcels A and B-2 is included below.



III. PARCEL J

Parcel J is State Trust Land leased by Fairmont in August of 2002. It was formerly part of the Core South/Forest Cities Planned Community District and was zoned in 1986 as CO-PCD, Commercial Office. Under the approved zoning, up to 895,000 square feet of office development would be allowed.

Fairmont acquired a 99-year lease on the parcel from the State Land Department to allow for future expansion of the hotel and ancillary uses and to provide a protective buffer between the hotel and intense uses planned and under development to the north and west.

At this time, we are requesting that Parcel J be rezoned from CO-PCD to C-2-PCD, consistent with C-2-PCD zoning on Parcels A and B-2 (the hotel parcels). Given the rapid evolution of markets and development character in this area, we want to maintain flexibility with regard to specific uses and site plans for Parcel J. It is likely that the parcel will be developed in phases, over a two to five-year period. The final mix of uses will evolve with the City's plans for the area and with market factors and will be consistent with development character specified on page 5. Uses may include hotel-related guest units, residential units, clubhouse, meeting space, recreation areas and other amenities, with associated retail, restaurants, bars and cultural facilities.

IV. TRAFFIC IMPACTS

Traffic impacts of the proposed PCD Amendment are documented in a *Trip Generation Comparison* memorandum from Paul Basha, P.E., P.T.O.E., of Olsson Associates, dated February 27, 2003. The *Comparison* analysis updates and corrects information submitted as part of our initial zoning application in August, 2001.² A copy of this memorandum is included with this Narrative as Appendix B.

Updated and corrected trip generation projections are based on the following land use assumptions:

Approved (per Case 63-Z-87)

Parcels A and B-2	Parcel J/State Lands
41,700 square feet of retail	895,000 square feet of development under
15,000 square feet of restaurants	CO-PCD zoning (assume 90% office, 5%
75,000 square feet of office uses	restaurant and 5% retail uses)

Proposed

Parcels A and B-2	Parcel J/State Lands
50,000 square feet of resort	350 resort/residential units
conference space	100,000 square feet of retail
	50,000 square feet of restaurants
	25,000 square feet of cultural uses
	30,000 square feet of hotel clubhouse,
	recreation, amenities
	20,000 square feet of resort conference

ESTIMATED DAILY TRAFFIC VOLUME (See Appendix A for additional information)

	Approved	Proposed	Difference (Approved vs. Proposed)
Parcels A and B-2	5,523	615	-89%
Parcel J (State Lands)	18,766	13,816	-26%
TOTAL	24,289	14,431	-41%

SOURCE: Olsson Associates

As presently approved, the combined traffic generated by Parcels A, B-2 and J would generate 24,289 vehicle trips per day.

The current PCD amendment application represents a substantial reduction in the number of trips that would be generated. Daily vehicle trips projected go from 24,289 to 14,431, a reduction of 41%.

Recognizing that the proposed uses will generate much less traffic than those previously approved, it is requested that the staff be given the flexibility to approve minor modifications to uses and square footages. If the uses, or the square footage of uses, change to the extent that projected trips increase by 20% or more, a revised Traffic Impact Study will be prepared and submitted to City staff for approval prior to Development Review Board hearing.

²*Fairmont Scottsdale Princess Expansion Traffic Impact Analysis*, August, 2001, amec Infrastructure. It should be noted that trip generation totals in this analysis were high. They assumed potential retail development of the entire State Land parcel (Parcel J). They also assumed apartment development on Parcel A/B-2, which was not correct, as Case 63-Z-87 had eliminated the apartments and replaced them with Princess Village retail/restaurant uses.

V. DEVELOPMENT CHARACTER: PARCELS A, B-2 AND J

All proposed development will be compatible with the character and quality of the Fairmont Scottsdale Princess and the Scottsdale Princess community in terms of uses, design, materials, color, landscaping and scale.

A. Land Use Character

The following uses are anticipated at this time and are denoted as maximums:

Hotel and related residential units	350 units*
<i>*Increases maximum allowable for the overall PCD to 1,403 units</i>	
Retail uses	100,000 sq. ft.
Restaurants, bars, lounges	50,000 sq. ft.
Cultural uses	25,000 sq. ft.
Hotel clubhouse, recreation, amenities	30,000 sq. ft.
Conference, meeting, event space	20,000 sq. ft.

NOTE: It is requested that staff also be given the authority to approve distribution of uses within the boundaries of Parcels A, B-2 and J so long as stated maximum intensity is not exceeded. A final site plan showing proposed uses will be submitted prior to Development Review Board hearing.

B. Hotel and Related Residential Units

Resort hotels have historically been an important part of Scottsdale's economic foundation, from the old-time guest ranches of yesteryear to the exclusive golf and conference resorts of today. The character of the hotels has evolved over time. Today's hotels include the conventional guest units and casitas but may also involve a variety of new options. The Fairmont Scottsdale Princess is studying the following options for future expansion of hotel and hotel/residential uses:

- traditional hotel rooms
- casita clusters – small groups of attached units, similar to the existing casitas
- units that are part of a fractional ownership/timeshare pool, managed by the hotel
- VIP casitas – detached units at 3,000 to 5,000 square feet
- privately owned condominium units, serviced by the hotel

It is likely that future development will include a mix of these unit types, up to the stated maximum of 350 units. The hotel and hotel/residential units will be designed to appear as an extension of the existing Fairmont Scottsdale Princess property in terms of character, quality, site planning and landscaping.

C. Retail Uses

Any retail uses developed will complement the character and quality of the hotel and residential community. Among the types of uses anticipated are art galleries, antique stores, a bookshop, bakery, clothing stores, wine shop, gift shop, Indian arts and crafts, western/cowboy shop and similar uses. These businesses will appeal to both hotel guests and residents.

Retail uses will be designed to create a unique, pedestrian-oriented, amenity-rich environment. It is not our desire to build a scatter of cookie cutter franchise establishments, each on its own isolated pad. We will not, for example, allow adult uses, pool halls, mini-storage units, big box retail or car washes. We will work to attract one-of-a-kind, "upscale" uses and to create an intimate shopping village unlike any other in north Scottsdale.

Retail uses will:

- be compatible in character in scale, architecture, landscaping and detailing with the Fairmont Scottsdale Princess and its established design guidelines.
- be clustered into a shopping "village" and/or integrated into hotel buildings.
- be planned to create an active pedestrian-oriented environment
- consist of uses of a character that appeal to both hotel/resort guests and area residents.

D. Restaurants, Bars and Lounges

An important component of the resort hotel environment is the offering of a variety of dining experiences and opportunities for social drinking and entertainment. After a hard day of meetings at the hotel, guests may like to be able to stroll over to a nightclub for live jazz or to a cigar bar for a connoisseur's smoking experience without the hassle of driving, directions and parking. The Fairmont Scottsdale Princess is renowned for its fine bars and restaurants. Any new eating and drinking establishments built within the PCD will have to meet a high standard.

- It is not our desire to have "fast food"/drive-through restaurants such as Burger King or Taco Bell.
- Bars and restaurants will be integrated into the plan for the retail village or into hotel buildings.
- There will be a mix of quality, sit-down restaurants and boutique, unique cafes and bars.
- There may be live entertainment provided, subject to a Use Permit.

E. Cultural Uses

The Fairmont Scottsdale Princess attracts visitors to Scottsdale from all over the world. For many, this is their first visit to Arizona and they are immensely curious about the desert, cowboys, Native Americans and the Southwestern heritage we take for granted. For hotel guests busy with conference meetings and events, the opportunities for satisfying this curiosity without considerable travel and interruption are limited. It is hoped that interpretive and cultural elements can be incorporated into new development and planning, such as:

- Exhibit space, with programming from Scottsdale Cultural Council, Arizona Commission on the Humanities, Scottsdale Historical Society, Rex Allen Arizona Cowboy Museum, Heard Museum and other organizations.
- Interpretive paths and gardens, with information about desert plants, historic uses of plants, possibly incorporating elements such as sculpture, seating and small waterhole features.
- Small art events, where local artists of quality can exhibit and offer work for sale, including art demonstrations and lectures.
- Small performance spaces and events for dance, theater, chamber music, Native American performers, cowboy poets and musicians and similar types of performers.
- Space for art workshops and art schools, possibly in conjunction with established organizations such as Scottsdale Artists School and Scottsdale Cultural Council.

F. Hotel Clubhouse, Recreation, Amenities

Depending on the types of hotel and residential units that are developed, there may be a need for additional guest/resident facilities. Among the types of facilities under consideration are:

- A Wrigley Mansion-style clubhouse building with restaurant and meeting space
- One or more small clubhouses for specific areas within the hotel/residential unit developments
- Opportunities for outdoor recreation, such as:
 - croquet
 - bocce ball
 - swimming pools
 - exercise course
 - fishing
 - square dancing
 - walking and jogging
 - children's play
- Lawn areas for events, visual open space and passive recreation.
- Gardens and paths
- Small water features where people can sit by them and interact with them, read, relax, visit.
- Small ramadas or "outdoor parlours" where people can enjoy a mesquite wood fire in winter and a shady retreat in summer.

G. Conference, Meeting and Event Space

The current application includes a 50,000 square foot addition to the Princess Conference Center. This addition consists of a junior ballroom, meeting and break-out rooms, prefunction space, support and service facilities. The expanded facilities are needed to maintain the Fairmont Scottsdale Princess' position as new hotels open in the City of Phoenix and competition for conference, event and meeting business increases. For the past several years, the Princess has needed to use a tent in the parking lot to accommodate some events.

- The architectural character of the expanded Conference Center will complement that of the existing hotel.
- Materials will match existing materials and color palette – stucco, clay tile roofs, precast concrete columns, wrought iron railings and ceramic tile accents.
- Landscaping will draw from the master plant list approved for the PCD and the existing landscape character.
- The Conference Center will include outdoor pedestrian plazas and activity/function areas. These will be designed with shade and other pedestrian amenities.
- Strong pedestrian connections will be provided between the Conference Center, parking areas, the hotel's pathway system and the rest of the hotel property.

H. Parking Deck

A new parking deck is proposed behind the existing Princess Boulevard berm. The design of this deck will use the substantial grade difference between Princess Boulevard and land to the south to reduce its visual impact. The upper level of the parking structure will be at approximately the finished floor level of the hotel (+/-1,562 feet), below the top of the existing landscape berm (+/-1,565 feet) that parallels Princess Boulevard. The lower level will be at a finished grade of approximately +/-1,551 feet at the southwest corner of the structure.

The structure will accommodate approximately 1,100 parking spaces. Access to the parking structure will be via a drive from Princess Drive (private hotel access road) to Princess Boulevard. Final Princess Boulevard access location will be approved by City staff prior to Development Review Board hearing.

- The parking structure will be designed so its architectural character is consistent with that of the hotel and Conference Center.
- The parking structure will be sited and screened to minimize visual impacts from Princess Boulevard and Princess Drive.
- The parking structure will be designed for ease of pedestrian circulation and security, both with the structure and through sidewalk/pathway linkages to the rest of the hotel property.

I. Site Planning

- A strong emphasis in site planning will be placed on encouraging pedestrian circulation and amenity. Conflicts with motor vehicles will be minimized, through peripheral parking and motor vehicle circulation.
- A trail/pathway system will link Parcel J to Parcels A, B and B-2. This system will be planned for use by service carts and well as pedestrians. It may include interpretive and exercise course elements.
- Service access to the maintenance yard south of the southwest corner of Parcel J will be maintained.

J. Architectural Character

- All buildings will be compatible with the character of the Scottsdale Princess community and with the approved Scottsdale Princess Design Guidelines in the CC&Rs.

K. Landscaping Character

- Landscaping will use materials from the Approved Plant List (Master Landscape Plan) and character will be consistent with that of the Fairmont Scottsdale Princess hotel and community.
- Within Parcel J, a hierarchy of open spaces will be provided, preserving views of the mountains and golf course.

VI. AMENDED DEVELOPMENT STANDARDS

Case 63-Z-87 amended development standards for the C-2 zoning category and Off-Street Parking standards. These included the following:

Note that the complete, amended standards are found in Appendix C of this Narrative:

C-2 Amended Property Development Standards

- Open Space Requirement – increased the minimum requirement from 10% to 12% of net lot area for 0 feet to 12 feet of height; and increased the requirement from .4% to .5% of the net lot for each foot of height above 12 feet.
- Front Yard – deleted reference to blocks partly in residential districts.
- Side Yard – reduced minimum side yard from 50 feet to 15 feet where the C-2 area abuts a single-family residential district; and reduced the side yard from 25 feet to ten (10) feet where it abuts a multi-family residential district.
- Rear Yard – reduced minimum rear yard from 50 feet to 15 feet where the C-2 area abuts a single-family residential district; and reduced the rear yard from 25 feet to ten (10) feet where it abuts a multi-family residential district.

Amended Off-Street Parking Standards

- For commercial uses and office buildings – increased parking ratio from one parking space per two hundred fifty square feet to one parking space per two hundred eighty-five square feet of building floor area.
- For restaurants, cafes, bars, cocktail lounges and similar uses – increased parking ratio from one parking space per fifty (50) square feet of indoor public floor area to one parking space per seventy-five (75) square feet of indoor public floor area.

These amended development standards will apply to Parcel J, which is being brought into the Scottsdale Princess PCD zoned C-2, as part of this application. They are the same as those previously approved for Parcels A, B and B-2 as part of 63-Z-87. No additional amendment of development standards is requested.

VII. APPENDICES

(On following pages)

Appendix A – Amended Development Plan

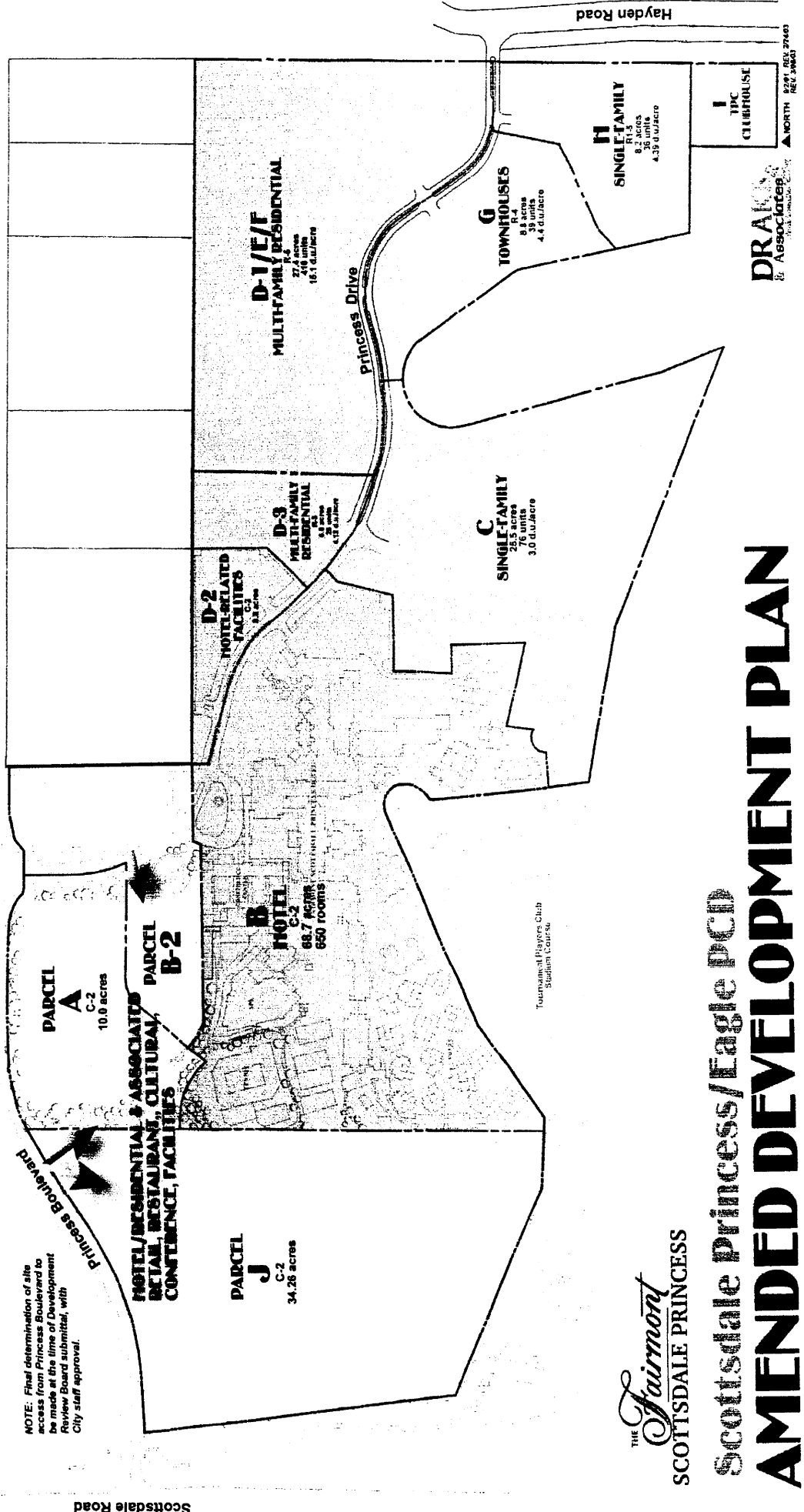
Appendix B – Trip Generation Comparison Memorandum (Olsson Associates)

Appendix C – Amended C-2 Development Standards
Amended Off-Street Parking Standards

Scottsdale Princess Planned Community

SUPPLEMENTAL ZONING NARRATIVE

Appendix A
Amended Development Plan



THE *Fairmont*
SCOTTSDALE PRINCESS

Scottsdale Princess/Eagle PCD AMENDED DEVELOPMENT PLAN

Scottsdale Princess Planned Community

SUPPLEMENTAL ZONING NARRATIVE

Appendix B

Trip Generation Comparison

Olsson Associates

Memorandum

To: Stewart Cushman
Vice President
Wolff-DiNapoli

From: Paul E. Basha, P.E., P.T.O.E.

Date: 27 February 2003

Project: Fairmont Scottsdale Princess

Project No.: 2-2003-0214

Subject: Trip Generation Comparison



Per your request, we have completed an analysis comparing the trip generation of the currently approved zoning and the proposed land uses for the Fairmont Scottsdale Princess property.

The land uses associated with each of the two scenarios are listed below and on the following page. Parcels A and B refers to property currently developed as part of the Fairmont Scottsdale Princess Hotel. Parcel J refers to property recently leased by the Fairmont Scottsdale Princess from the Arizona State Land Department. The 895,000 square feet of commercial office – approved by current zoning – was assumed to be 90% office, 5% restaurant, and 5% retail for purposes of estimating the trip generation.

Approved Zoning

Parcels A&B:

41,700 square feet of retail
15,000 square feet of restaurants
75,000 square feet of office

Parcel J:

895,000 square feet of commercial office

Current Proposed Land Uses

Parcels A and B:

50,000 square feet of conference

Parcel J:

350 Resort/Residential units
100,000 square feet of retail
50,000 square feet of restaurants
20,000 square feet of conference
25,000 square feet of cultural uses
30,000 square feet of hotel clubhouse,
recreation, amenities

The estimated daily traffic volumes resulting from the currently approved zoning and the newly proposed land uses are provided below.

ESTIMATED DAILY TRAFFIC VOLUME FOR INDICATED LAND USE

	<u>APPROVED</u>	<u>PROPOSED</u>	<u>DIFFERENCE</u>
PARCELS A and B	5,523	615	- 89%
PARCEL J	<u>18,766</u>	<u>13,816</u>	- 26%
TOTAL	24,289	14,431	- 41%

These data indicate that the current development proposal would generate an estimated 41% fewer daily vehicles than the currently approved development.

A complete summary of the estimated daily and hourly traffic volumes for each of the two scenarios is provided on the following pages. All traffic volume estimations were calculated based on the data and procedures provided in the Institute of Transportation Engineers 1997 publication, *Trip Generation, Sixth Edition*, with one exception. This document does not contain a land use category of conference area. The trip generation rates for this land use category were determined in the 2001 Traffic Impact Study for the Fairmont Scottsdale Princess Case 100-PA-2001 as prepared by Amec. This study utilized traffic volumes measured at the Fairmont Scottsdale Princess to estimate trip generation rates for the conference area. These rates were also utilized for this comparative analysis. The trip generation calculations are attached.

TABLE 1: APPROVED ZONING (1987)								
Land Use	Size	Generated Trips						
		Daily	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Parcels A & B (Princess Property)								
Retail	41,700 SF	3,884	58	37	95	169	183	353
Restaurants	15,000 SF	1,955	72	67	139	177	113	290
Office	75,000 SF	1,064	130	18	148	28	136	163
Parcels A & B Total (reduced by 20% for internal trips)		5,523	209	97	306	299	346	645
Parcel J (State Trust Land) 895,000 SF of commercial office								
Retail - 5%	22,375 SF	4,065	60	39	99	177	192	369
Restaurant - 5%	22,375 SF	5,833	216	199	415	292	194	486
Office - 90%	850,250 SF	8,869	1,106	151	1,257	204	996	1,200
Parcel J		18,766	1,382	389	1,770	673	1,383	2,056
TOTAL PARCELS A, B, & J		24,289	1,590	486	2,076	972	1,728	2,700

TABLE 2: PROPOSED LAND USES (FEBRUARY 2003)								
Land Use	Size	Generated Trips						
		Daily	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Parcels A & B (Princess Property)								
Conference Center Expansion	Increase by 50,000 SF	615	77	38	115	48	97	145
Parcels A & B Total		615	77	38	115	48	97	145
Parcel J (State Trust Land)								
Resort/Residential	350 Units	4,701	93	36	130	93	36	130
Retail	100,000 SF	6,817	98	62	160	301	327	628
Restaurants	50,000 SF	5,507	137	115	252	345	170	515
Conference	20,000 SF	246	31	15	46	19	39	58
Cultural	25,000 SF	Incidental to other uses						
Clubhouse	30,000 SF	Included within Resort/Residential Units						
Parcel J Total (reduced by 20% for internal trips)		13,816	287	183	470	607	458	1,064
TOTAL PARCELS A, B, & J		14,431	364	221	585	655	555	1,209

Please contact me at (602) 748-1005 extension 209 if you have any questions regarding this memorandum or its calculations.

Attachments

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE		PARCELS A&B-1987 ZONING CASE SHOPPING CENTER - 820 1000 GROSS SQUARE FEET 41.70		
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	299			
AVERAGE SIZE	331			
MINIMUM RATE	12.50	261	261	521
AVERAGE RATE	42.92	895	895	1,790
MAXIMUM RATE	270.89	5,648	5,648	11,296
STANDARD DEVIATION	21.39			
EQUATION	$R^2 = 0.78$	1,942	1,942	3,884
LARGEST OF AVERAGE OR EQUATION		1,942	1,942	3,884
AM PEAK HOUR ADJACENT STREET		61%	39%	
NUMBER OF STUDIES	96			
AVERAGE SIZE	292			
MINIMUM RATE	0.10	3	2	4
AVERAGE RATE	1.03	26	17	43
MAXIMUM RATE	9.05	230	147	377
STANDARD DEVIATION	1.40			
EQUATION	$R^2 = 0.51$	58	37	95
LARGEST OF AVERAGE OR EQUATION		58	37	95
AM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	3	2	4
AVERAGE RATE	NA	26	17	43
MAXIMUM RATE	NA	230	147	377
STANDARD DEVIATION	NA			
EQUATION	NA	58	37	95
LARGEST OF AVERAGE OR EQUATION		58	37	95
PM PEAK HOUR ADJACENT STREET		48%	52%	
NUMBER OF STUDIES	401			
AVERAGE SIZE	383			
MINIMUM RATE	0.68	14	15	28
AVERAGE RATE	3.74	75	81	156
MAXIMUM RATE	29.27	586	635	1,221
STANDARD DEVIATION	2.73			
EQUATION	$R^2 = 0.81$	169	183	353
LARGEST OF AVERAGE OR EQUATION		169	183	353
PM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	14	15	28
AVERAGE RATE	NA	75	81	156
MAXIMUM RATE	NA	586	635	1,221
STANDARD DEVIATION	NA			
EQUATION	NA	169	183	353
LARGEST OF AVERAGE OR EQUATION		169	183	353

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	PARCELS A&B-1987 ZONING CASE HIGH TURNOVER (SIT-DOWN) RESTAURANT - 832 1,000 SQUARE FEET GROSS FLOOR AREA 15.00			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	12			
AVERAGE SIZE	7			
MINIMUM RATE	73.51	551	551	1,103
AVERAGE RATE	130.34	978	978	1,955
MAXIMUM RATE	246.00	1,845	1,845	3,690
STANDARD DEVIATION	43.77			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		978	978	1,955
AM PEAK HOUR ADJACENT STREET		52%	48%	
NUMBER OF STUDIES	22			
AVERAGE SIZE	6			
MINIMUM RATE	0.53	4	4	8
AVERAGE RATE	9.27	72	67	139
MAXIMUM RATE	25.60	200	184	384
STANDARD DEVIATION	7.46			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		72	67	139
AM PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	18			
AVERAGE SIZE	7			
MINIMUM RATE	3.00	27	18	45
AVERAGE RATE	14.62	132	88	219
MAXIMUM RATE	54.09	487	325	811
STANDARD DEVIATION	10.49			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		132	88	219
PM PEAK HOUR ADJACENT STREET		60%	40%	
NUMBER OF STUDIES	34			
AVERAGE SIZE	6			
MINIMUM RATE	2.80	25	17	42
AVERAGE RATE	10.86	98	65	163
MAXIMUM RATE	62.00	558	372	930
STANDARD DEVIATION	9.83			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		98	65	163
PM PEAK HOUR GENERATOR		61%	39%	
NUMBER OF STUDIES	25			
AVERAGE SIZE	5			
MINIMUM RATE	5.60	51	33	84
AVERAGE RATE	19.38	177	113	291
MAXIMUM RATE	69.20	633	405	1,038
STANDARD DEVIATION	14.39			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		177	113	291

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	PARCELS A&B-1987 ZONING CASE GENERAL OFFICE - 710 1000 SQUARE FEET 75.000			
	RATE	TRIPS		
		ENTERING	EXITING	SUM
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	78			
AVERAGE SIZE	199			
MINIMUM RATE	3.58	134	134	269
AVERAGE RATE	11.01	413	413	826
MAXIMUM RATE	28.80	1,080	1,080	2,160
STANDARD DEVIATION	6.13			
EQUATION	$R^2=.80$	532	532	1,064
LARGEST OF AVERAGE OR EQUATION		532	532	1,064
AM PEAK HOUR ADJACENT STREET		88%	12%	
NUMBER OF STUDIES	216			
AVERAGE SIZE	223			
MINIMUM RATE	0.60	40	5	45
AVERAGE RATE	1.56	103	14	117
MAXIMUM RATE	5.98	395	54	449
STANDARD DEVIATION	1.40			
EQUATION	$R^2=.83$	130	18	148
LARGEST OF AVERAGE OR EQUATION		130	18	148
AM PEAK HOUR GENERATOR		88%	12%	
NUMBER OF STUDIES	216			
AVERAGE SIZE	223			
MINIMUM RATE	0.60	40	5	45
AVERAGE RATE	1.56	103	14	117
MAXIMUM RATE	5.98	395	54	449
STANDARD DEVIATION	1.40			
EQUATION	$R^2=.83$	130	18	148
LARGEST OF AVERAGE OR EQUATION		130	18	148
PM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	234			
AVERAGE SIZE	216			
MINIMUM RATE	0.49	6	31	37
AVERAGE RATE	1.49	19	93	112
MAXIMUM RATE	6.39	81	398	479
STANDARD DEVIATION	1.37			
EQUATION	$R^2=.82$	28	136	163
LARGEST OF AVERAGE OR EQUATION		28	136	163
PM PEAK HOUR GENERATOR		17%	83%	
NUMBER OF STUDIES	234			
AVERAGE SIZE	216			
MINIMUM RATE	0.49	6	31	37
AVERAGE RATE	1.49	19	93	112
MAXIMUM RATE	6.39	81	398	479
STANDARD DEVIATION	1.37			
EQUATION	$R^2=.82$	28	136	163
LARGEST OF AVERAGE OR EQUATION		28	136	163

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	STATE TRUST LAND-1987 ZONING CASE GENERAL OFFICE - 710 1000 SQUARE FEET 805.500			
	RATE	TRIPS		SUM
		ENTERING	EXITING	
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	78			
AVERAGE SIZE	199			
MINIMUM RATE	3.58	1,442	1,442	2,884
AVERAGE RATE	11.01	4,434	4,434	8,869
MAXIMUM RATE	28.80	11,599	11,599	23,198
STANDARD DEVIATION	6.13			
EQUATION	$R^2=.80$	3,294	3,294	6,588
LARGEST OF AVERAGE OR EQUATION		4,434	4,434	8,869
AM PEAK HOUR ADJACENT STREET		88%	12%	
NUMBER OF STUDIES	216			
AVERAGE SIZE	223			
MINIMUM RATE	0.60	425	58	483
AVERAGE RATE	1.56	1,106	151	1,257
MAXIMUM RATE	5.98	4,239	578	4,817
STANDARD DEVIATION	1.40			
EQUATION	$R^2=.83$	865	118	983
LARGEST OF AVERAGE OR EQUATION		1,106	151	1,257
AM PEAK HOUR GENERATOR		88%	12%	
NUMBER OF STUDIES	216			
AVERAGE SIZE	223			
MINIMUM RATE	0.60	425	58	483
AVERAGE RATE	1.56	1,106	151	1,257
MAXIMUM RATE	5.98	4,239	578	4,817
STANDARD DEVIATION	1.40			
EQUATION	$R^2=.83$	865	118	983
LARGEST OF AVERAGE OR EQUATION		1,106	151	1,257
PM PEAK HOUR ADJACENT STREET		17%	83%	
NUMBER OF STUDIES	234			
AVERAGE SIZE	216			
MINIMUM RATE	0.49	67	328	395
AVERAGE RATE	1.49	204	996	1,200
MAXIMUM RATE	6.39	875	4,272	5,147
STANDARD DEVIATION	1.37			
EQUATION	$R^2=.82$	167	815	982
LARGEST OF AVERAGE OR EQUATION		204	996	1,200
PM PEAK HOUR GENERATOR		17%	83%	
NUMBER OF STUDIES	234			
AVERAGE SIZE	216			
MINIMUM RATE	0.49	67	328	395
AVERAGE RATE	1.49	204	996	1,200
MAXIMUM RATE	6.39	875	4,272	5,147
STANDARD DEVIATION	1.37			
EQUATION	$R^2=.82$	167	815	982
LARGEST OF AVERAGE OR EQUATION		204	996	1,200

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	PARCELS A&B-1987 ZONING CASE HIGH TURNOVER (SIT-DOWN) RESTAURANT - 832 1,000 SQUARE FEET GROSS FLOOR AREA 44.750			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	12			
AVERAGE SIZE	7			
MINIMUM RATE	73.51	1,645	1,645	3,290
AVERAGE RATE	130.34	2,916	2,916	5,833
MAXIMUM RATE	246.00	5,504	5,504	11,009
STANDARD DEVIATION	43.77			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		2,916	2,916	5,833
AM PEAK HOUR ADJACENT STREET		52%	48%	
NUMBER OF STUDIES	22			
AVERAGE SIZE	6			
MINIMUM RATE	0.53	12	11	24
AVERAGE RATE	9.27	216	199	415
MAXIMUM RATE	25.60	596	550	1,146
STANDARD DEVIATION	7.46			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		216	199	415
AM PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	18			
AVERAGE SIZE	7			
MINIMUM RATE	3.00	81	54	134
AVERAGE RATE	14.62	393	262	654
MAXIMUM RATE	54.09	1,452	968	2,421
STANDARD DEVIATION	10.49			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		393	262	654
PM PEAK HOUR ADJACENT STREET		60%	40%	
NUMBER OF STUDIES	34			
AVERAGE SIZE	6			
MINIMUM RATE	2.80	75	50	125
AVERAGE RATE	10.86	292	194	486
MAXIMUM RATE	62.00	1,665	1,110	2,775
STANDARD DEVIATION	9.83			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		292	194	486
PM PEAK HOUR GENERATOR		61%	39%	
NUMBER OF STUDIES	25			
AVERAGE SIZE	5			
MINIMUM RATE	5.60	153	98	251
AVERAGE RATE	19.38	529	338	867
MAXIMUM RATE	69.20	1,889	1,208	3,097
STANDARD DEVIATION	14.39			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		529	338	867

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	STATE LAND USE - 1987 ZONING CASE SHOPPING CENTER - 820 1000 GROSS SQUARE FEET 44.750			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	299			
AVERAGE SIZE	331			
MINIMUM RATE	12.50	280	280	559
AVERAGE RATE	42.92	960	960	1,921
MAXIMUM RATE	270.89	6,061	6,061	12,122
STANDARD DEVIATION	21.39			
EQUATION	$R^2 = 0.78$	2,032	2,032	4,065
LARGEST OF AVERAGE OR EQUATION		2,032	2,032	4,065
AM PEAK HOUR ADJACENT STREET		61%	39%	
NUMBER OF STUDIES	96			
AVERAGE SIZE	292			
MINIMUM RATE	0.10	3	2	4
AVERAGE RATE	1.03	28	18	46
MAXIMUM RATE	9.05	247	158	405
STANDARD DEVIATION	1.40			
EQUATION	$R^2 = 0.51$	60	39	99
LARGEST OF AVERAGE OR EQUATION		60	39	99
AM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	3	2	4
AVERAGE RATE	NA	28	18	46
MAXIMUM RATE	NA	247	158	405
STANDARD DEVIATION	NA			
EQUATION	NA	60	39	99
LARGEST OF AVERAGE OR EQUATION		60	39	99
PM PEAK HOUR ADJACENT STREET		48%	52%	
NUMBER OF STUDIES	401			
AVERAGE SIZE	383			
MINIMUM RATE	0.68	15	16	30
AVERAGE RATE	3.74	80	87	167
MAXIMUM RATE	29.27	629	681	1,310
STANDARD DEVIATION	2.73			
EQUATION	$R^2 = 0.81$	177	192	369
LARGEST OF AVERAGE OR EQUATION		177	192	369
PM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	15	16	30
AVERAGE RATE	NA	80	87	167
MAXIMUM RATE	NA	629	681	1,310
STANDARD DEVIATION	NA			
EQUATION	NA	177	192	369
LARGEST OF AVERAGE OR EQUATION		177	192	369

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	PARCELS A&B-1987 ZONING CASE RESORT HOTEL - 330 OCCUPIED ROOMS 302			
	RATE	TRIPS		SUM
		ENTERING	EXITING	
SATURDAY DAILY		50%	50%	
NUMBER OF STUDIES	1			
AVERAGE SIZE	273			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	13.43	2,028	2,028	4,056
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		2,028	2,028	4,056
PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		0	0	0
SUNDAY DAILY		50%	50%	
NUMBER OF STUDIES	1			
AVERAGE SIZE	273			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	10.09	1,524	1,524	3,047
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		1,524	1,524	3,047
PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	NA	NA	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION	NA	NA	NA	NA

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	PROPOSED LAND USE-FEBRUARY 2003-PARCEL J RESORT HOTEL - 330 OCCUPIED ROOMS 350			
	RATE	TRIPS		SUM
		ENTERING	EXITING	
WEEKDAY DAILY		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	NA	NA	NA
AVERAGE RATE	NA	2,350	2,350	NA
MAXIMUM RATE	NA	NA	NA	NA
STANDARD DEVIATION	NA			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		2,350	2,350	4,701
AM PEAK HOUR ADJACENT STREET		72%	28%	
NUMBER OF STUDIES	7			
AVERAGE SIZE	434			
MINIMUM RATE	0.28	71	27	98
AVERAGE RATE	0.37	93	36	130
MAXIMUM RATE	0.59	149	58	207
STANDARD DEVIATION	0.61			
EQUATION	$R^2=.81$	93	36	129
LARGEST OF AVERAGE OR EQUATION		93	36	130
AM PEAK HOUR GENERATOR		63%	37%	
NUMBER OF STUDIES	7			
AVERAGE SIZE	434			
MINIMUM RATE	0.34	75	44	119
AVERAGE RATE	0.47	104	61	165
MAXIMUM RATE	0.67	148	87	235
STANDARD DEVIATION	0.70			
EQUATION	$R^2=.73$	108	64	172
LARGEST OF AVERAGE OR EQUATION		108	64	172
PM PEAK HOUR ADJACENT STREET		43%	57%	
NUMBER OF STUDIES	10			
AVERAGE SIZE	429			
MINIMUM RATE	0.27	41	54	95
AVERAGE RATE	0.49	74	98	172
MAXIMUM RATE	0.72	108	144	252
STANDARD DEVIATION	0.70			
EQUATION	$R^2=.88$	70	93	163
LARGEST OF AVERAGE OR EQUATION		74	98	172
PM PEAK HOUR GENERATOR		50%	50%	
NUMBER OF STUDIES	7			
AVERAGE SIZE	434			
MINIMUM RATE	0.36	63	63	126
AVERAGE RATE	0.59	103	103	207
MAXIMUM RATE	1.06	186	186	371
STANDARD DEVIATION	0.79			
EQUATION	$R^2=.64$	113	113	226
LARGEST OF AVERAGE OR EQUATION		113	113	226

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	PROPOSED LAND USE-FEBRUARY 2003-PARCEL J HIGH TURNOVER (SIT-DOWN) RESTAURANT - 832 1,000 SQUARE FEET GROSS FLOOR AREA 25.00			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	12			
AVERAGE SIZE	7			
MINIMUM RATE	73.51	919	919	1,838
AVERAGE RATE	130.34	1,629	1,629	3,259
MAXIMUM RATE	246.00	3,075	3,075	6,150
STANDARD DEVIATION	43.77			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		1,629	1,629	3,259
AM PEAK HOUR ADJACENT STREET		52%	48%	
NUMBER OF STUDIES	22			
AVERAGE SIZE	6			
MINIMUM RATE	0.53	7	6	13
AVERAGE RATE	9.27	121	111	232
MAXIMUM RATE	25.60	333	307	640
STANDARD DEVIATION	7.46			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		121	111	232
AM PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	18			
AVERAGE SIZE	7			
MINIMUM RATE	3.00	45	30	75
AVERAGE RATE	14.62	219	146	366
MAXIMUM RATE	54.09	811	541	1,352
STANDARD DEVIATION	10.49			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		219	146	366
PM PEAK HOUR ADJACENT STREET		60%	40%	
NUMBER OF STUDIES	34			
AVERAGE SIZE	6			
MINIMUM RATE	2.80	42	28	70
AVERAGE RATE	10.86	163	109	272
MAXIMUM RATE	62.00	930	620	1,550
STANDARD DEVIATION	9.83			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		163	109	272
PM PEAK HOUR GENERATOR		61%	39%	
NUMBER OF STUDIES	25			
AVERAGE SIZE	5			
MINIMUM RATE	5.60	85	55	140
AVERAGE RATE	19.38	296	189	485
MAXIMUM RATE	69.20	1,055	675	1,730
STANDARD DEVIATION	14.39			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		296	189	485

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	PROPOSED LAND USE-FEBRUARY 2003-PARCEL J SHOPPING CENTER - 820 1000 GROSS SQUARE FEET 100.00			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	299			
AVERAGE SIZE	331			
MINIMUM RATE	12.50	625	625	1,250
AVERAGE RATE	42.92	2,146	2,146	4,292
MAXIMUM RATE	270.89	13,545	13,545	27,089
STANDARD DEVIATION	21.39			
EQUATION	$R^2 = 0.78$	3,408	3,408	6,817
LARGEST OF AVERAGE OR EQUATION		3,408	3,408	6,817
AM PEAK HOUR ADJACENT STREET		61%	39%	
NUMBER OF STUDIES	96			
AVERAGE SIZE	292			
MINIMUM RATE	0.10	6	4	10
AVERAGE RATE	1.03	63	40	103
MAXIMUM RATE	9.05	552	353	905
STANDARD DEVIATION	1.40			
EQUATION	$R^2 = 0.51$	98	62	160
LARGEST OF AVERAGE OR EQUATION		98	62	160
AM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	6	4	10
AVERAGE RATE	NA	63	40	103
MAXIMUM RATE	NA	552	353	905
STANDARD DEVIATION	NA			
EQUATION	NA	98	62	160
LARGEST OF AVERAGE OR EQUATION		98	62	160
PM PEAK HOUR ADJACENT STREET		48%	52%	
NUMBER OF STUDIES	401			
AVERAGE SIZE	383			
MINIMUM RATE	0.68	33	35	68
AVERAGE RATE	3.74	180	194	374
MAXIMUM RATE	29.27	1,405	1,522	2,927
STANDARD DEVIATION	2.73			
EQUATION	$R^2 = 0.81$	301	327	628
LARGEST OF AVERAGE OR EQUATION		301	327	628
PM PEAK HOUR GENERATOR		NA	NA	
NUMBER OF STUDIES	NA			
AVERAGE SIZE	NA			
MINIMUM RATE	NA	33	35	68
AVERAGE RATE	NA	180	194	374
MAXIMUM RATE	NA	1,405	1,522	2,927
STANDARD DEVIATION	NA			
EQUATION	NA	301	327	628
LARGEST OF AVERAGE OR EQUATION		301	327	628

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	PROPOSED LAND USE-FEBRUARY 2003-PARCEL J QUALITY RESTAURANT - 831 1,000 SQUARE FEET GROSS FLOOR AREA 25.00			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	15			
AVERAGE SIZE	9			
MINIMUM RATE	33.41	418	418	835
AVERAGE RATE	89.95	1,124	1,124	2,249
MAXIMUM RATE	139.80	1,748	1,748	3,495
STANDARD DEVIATION	36.81			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		1,124	1,124	2,249
AM PEAK HOUR ADJACENT STREET		82%	18%	
NUMBER OF STUDIES	11			
AVERAGE SIZE	9			
MINIMUM RATE	0.25	5	1	6
AVERAGE RATE	0.81	17	4	20
MAXIMUM RATE	1.60	33	7	40
STANDARD DEVIATION	0.93			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		17	4	20
AM PEAK HOUR GENERATOR		82%	18%	
NUMBER OF STUDIES	14			
AVERAGE SIZE	9			
MINIMUM RATE	0.87	15	7	22
AVERAGE RATE	5.57	93	46	139
MAXIMUM RATE	10.37	174	86	259
STANDARD DEVIATION	3.79			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		93	46	139
PM PEAK HOUR ADJACENT STREET		67%	33%	
NUMBER OF STUDIES	24			
AVERAGE SIZE	9			
MINIMUM RATE	2.42	41	20	61
AVERAGE RATE	7.49	125	62	187
MAXIMUM RATE	18.64	312	154	466
STANDARD DEVIATION	4.89			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		125	62	187
PM PEAK HOUR GENERATOR		62%	38%	
NUMBER OF STUDIES	16			
AVERAGE SIZE	9			
MINIMUM RATE	3.24	50	31	81
AVERAGE RATE	9.02	140	86	226
MAXIMUM RATE	15.89	246	151	397
STANDARD DEVIATION	4.55			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		140	86	226

PARCEL ITE LAND USE CATEGORY AND CODE INDEPENDENT VARIABLE SIZE	PROPOSED LAND USE-FEBRUARY 2003-PARCEL J HIGH TURNOVER (SIT-DOWN) RESTAURANT - 832 1,000 SQUARE FEET GROSS FLOOR AREA 25.00			
		TRIPS		
		ENTERING	EXITING	TOTAL
WEEKDAY DAILY		50%	50%	
NUMBER OF STUDIES	12			
AVERAGE SIZE	7			
MINIMUM RATE	73.51	919	919	1,838
AVERAGE RATE	130.34	1,629	1,629	3,259
MAXIMUM RATE	246.00	3,075	3,075	6,150
STANDARD DEVIATION	43.77			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		1,629	1,629	3,259
AM PEAK HOUR ADJACENT STREET		52%	48%	
NUMBER OF STUDIES	22			
AVERAGE SIZE	6			
MINIMUM RATE	0.53	7	6	13
AVERAGE RATE	9.27	121	111	232
MAXIMUM RATE	25.60	333	307	640
STANDARD DEVIATION	7.46			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		121	111	232
AM PEAK HOUR GENERATOR		49%	51%	
NUMBER OF STUDIES	18			
AVERAGE SIZE	7			
MINIMUM RATE	3.00	45	30	75
AVERAGE RATE	14.62	219	146	366
MAXIMUM RATE	54.09	811	541	1,352
STANDARD DEVIATION	10.49			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		219	146	366
PM PEAK HOUR ADJACENT STREET		60%	40%	
NUMBER OF STUDIES	34			
AVERAGE SIZE	6			
MINIMUM RATE	2.80	42	28	70
AVERAGE RATE	10.86	163	109	272
MAXIMUM RATE	62.00	930	620	1,550
STANDARD DEVIATION	9.83			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		163	109	272
PM PEAK HOUR GENERATOR		61%	39%	
NUMBER OF STUDIES	25			
AVERAGE SIZE	5			
MINIMUM RATE	5.60	85	55	140
AVERAGE RATE	19.38	296	189	485
MAXIMUM RATE	69.20	1,055	675	1,730
STANDARD DEVIATION	14.39			
EQUATION	NA	NA	NA	NA
LARGEST OF AVERAGE OR EQUATION		296	189	485

ESTIMATED TRAFFIC VOLUMES GENERATED BY HOTEL CONFERENCE AREA

	DAY TOTAL	AM PEAK HOUR			PM PEAK HOUR		
		ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
18,000 SF Expansion Calculated from Existing Traffic Volumes Rate per 1000 SF	222	28	14	42	17	35	52
	12.3	67%	33%	2.3	67%	33%	2.9
	DAY TOTAL	AM PEAK HOUR			PM PEAK HOUR		
		ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
50,000 SF Expansion Based on calculated rates	615	77	38	115	48	97	145
	DAY TOTAL	AM PEAK HOUR			PM PEAK HOUR		
		ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
20,000 SF Conference Based on calculated rates	246	31	15	46	19	39	58

Note: Data obtained from August 2001 Traffic Impact Analyses by Amec

Appendix C

Amended C-2 Development Standards

Amended Off-Street Parking Standards

C-2 CENTRAL BUSINESS DISTRICT – Amended Development Standards

Approved as part of Case 63-Z-87)

Sec. 5.1404. Property development standards.

The following property development standards shall apply to all land and buildings in the C-2 district:

A. *Floor area ratio.* In no case shall the gross floor area of a structure exceed the amount equal to eight-tenths multiplied by net lot area in square feet.

B. *Volume ratio.* In no case shall the volume of any structure exceed the product of the net lot area in square feet multiplied by 9.6 feet.

C. *Open space requirement.*

1. In no case shall the open space requirement be less than ~~ten (10)~~ ^{TWELVE (12)} percent of the net lot area for ~~zero (0)~~ ^{FIVE-TENTHS} feet to twelve (12) feet of height, plus ~~four-tenths~~ ^{four-tenths} percent of the net lot for each foot of height above twelve (12) feet.

2. Open space required under this section shall be exclusive of parking lot landscaping required under the provisions of article IX of this ordinance.

D. *Building height.* No building shall exceed thirty-six (36) feet in height except as otherwise provided in article VI or article VII.

E. *Density.*

1. Hotels, motels, and timeshare projects shall provide not less than ten (10) guest rooms and/or dwelling units with a minimum gross land area of one thousand (1,000) square feet per unit.
2. Multiple-family dwellings shall provide a minimum floor area of five hundred (500) square feet for each dwelling unit.

F. *Yards.*

1. *Front Yard.*

a. No front yard is required except as listed in the following three (3) paragraphs and in article VII hereof, ~~unless a block is partly in a residential district, in which event the front yard regulations of the residential district shall apply.~~

b. ~~A minimum of one-half (1/2) of the open space requirement shall be incorporated as frontage open space to provide a setting for the building and a streetscape containing a variety of spaces.~~

c. Where parking occurs between a building and the street a yard of thirty-five (35) feet in depth between the street and parking shall be maintained. This depth may be decreased to a minimum of twenty (20) feet subject to Section 10.402.D.3.

2. Side Yard.

FIFTEEN (15)

a. A side yard of not less than ~~fifty (50)~~ feet shall be maintained where the side of the lot abuts a single-family residential district or abuts an alley which

FIFTEEN (15)

is adjacent to a single-family residential district. The ~~fifty (50)~~ feet may include the width of the alley.

TEN (10)

b. A side yard of not less than ~~twenty-five (25)~~ feet shall be maintained where

TEN (10)

the side lot abuts a multiple-family residential district. The ~~twenty-five (25)~~ feet may include any alley adjacent to the multiple-family residential district.

3. Rear Yard.

FIFTEEN (15)

a. A rear yard of not less than ~~fifty (50)~~ feet shall be maintained where the rear lot abuts a single-family residential district or abuts an alley which is adjacent to the single-family residential district. The ~~fifty (50)~~ feet may include the width of the alley.

TEN (10)

b. A rear yard of not less than ~~twenty-five (25)~~ feet shall be maintained where the rear lot abuts a multiple-family residential district. ~~The twenty-five (25) feet may include any alley adjacent to the multiple-family residential district.~~

4. All operations and storage shall be conducted within a completely enclosed building or within an area contained by a wall or fence as determined by Development Review [Board] approval or use permit.

5. Other requirements and exceptions as specified in article VII.

OFF-STREET PARKING– Amended Standards

Approved as part of Case 63-Z-87

Sec. 9.103. Parking requirements.

A. General requirement. Except as provided elsewhere in this ordinance, each principal and accessory use of land shall be provided with the number of on-site parking spaces indicated for that use in table 9.2.

B. Required bicycle parking. Every principal and accessory use of land which is required to provide at least forty (40) vehicular parking spaces shall be required to provide bicycle parking spaces at a rate of one (1) bicycle parking space per every ten (10) required vehicular parking spaces. Those professional office, business, and retail uses outside of the downtown (D) districts which primarily serve the surrounding neighborhood or provide basic convenience goods and services, but are required to provide less than forty (40) vehicular parking spaces, shall provide a minimum of four (4) bicycle parking spaces. All other uses required to provide less than forty (40) vehicular parking spaces may also provide bicycle parking which may be used to reduce vehicular parking requirements pursuant to section 9.104.C., *Credit for bicycle parking facilities*. In no event shall any use be required to provide more than one hundred (100) bicycle parking spaces.

For uses in the downtown (D) districts required to provide less than forty (40) vehicular parking spaces, bicycle parking spaces may be provided by the City within larger common public rights-of-way, and conveniently and aesthetically located.

Required bicycle parking facilities shall, at a minimum, provide a stationary object to which the operator can lock the bicycle frame and both wheels with a user provided U-shaped lock or cable and lock. Bicycle lockers and other high security bicycle parking facilities, if provided, may be granted parking credits pursuant to 9.104.C, credit for bicycle parking facilities.

C. Calculating required parking for bar and restaurant combinations. For bars and nightclubs which serve food and for restaurants which include a bar, required parking shall be calculated according to table 9.1 below.

Table 9.1. Calculating Parking for Bars and Restaurant Combinations

Percentage of Gross Floor Area Devoted to Kitchen	Percentage of Public Floor Area Calculated as Restaurant	Percentage of Public Floor Area Calculated as Bar
40% or more	100%	0%
30–39%	75%	25%

Percentage of Gross Floor Area Devoted to Kitchen	Percentage of Public Floor Area Calculated as Restaurant	Percentage of Public Floor Area Calculated as Bar
20--29%	50%	50%
5--19%	25%	75%
Less than 5%	0%	100%

D. *Calculating required parking for transportation facilities.* Required parking for park and ride lots and major transfer centers shall be determined by the City Manager or designee. Subject to section 3.3, transit, of the design standards and policies manual and the following criteria:

1. Goals of the city with regard to transit ridership along the route on which the transportation facility is located.
2. Distance from other transportation facilities with parking.

E. *Fractions shall be rounded.* When any calculation results in a fraction of a parking space, any fraction shall be rounded up to the next greater whole number.

F. *Interpreting requirements for analogous uses.* The City Manager or designee shall determine the number of spaces required for analogous uses. In making this determination, the City Manager or designee shall consider the following:

1. The number of parking spaces required for a use listed in table 9.2 that is similar to the proposed use;
2. An appropriate variable by which to calculate parking for the proposed use; for example, square footage or number of employees;
3. Parking data from the same use on a different site or from a similar use on a similar site;

Alternatively, an applicant may elect to have requirements for unlisted uses approved by public hearing before the City Council.

G. *Additional requirements for company vehicles.* When parking spaces are used for the storage of vehicles or equipment used for delivery, service and repair, or other such use, such parking spaces shall be provided in addition to those otherwise required by this ordinance. At the time a building permit is issued, each developer

shall indicate clearly on the plans, or in an accompanying letter, the number of spaces to be used for vehicle storage. Unless additional spaces are provided in excess of the required number of spaces, no vehicles in addition to that number shall be stored on the site.

H. *Special events parking.* Parking for special events shall be provided as per section 7.900.

Table 9.2. Schedule of Parking Requirements

TYPE OF USE	PARKING SPACES REQUIRED
Residential Uses	
Boardinghouses, lodging houses, fraternity and sorority houses and other such uses	One (1) parking space for each one (1) guest room or dwelling unit.
Dwellings, multi-family	
In planned neighborhood center or planned community center	Two (2) spaces per unit.
In planned convenience center	Two (2) spaces per unit, both of which shall be covered.
In downtown area	One and one-half (1.5) spaces per unit. In a mixed-use project, residential parking may be reduced to one (1) space per unit if more than four (4) nonresidential spaces are available.
In other districts	Parking spaces per dwelling unit Efficiency units 1.25 One-bedroom 1.3 Two-bedrooms 1.7 Three (3) or more bedrooms 1.9
Dwellings, single-and two-family and townhouses	Two (2) spaces per unit.
Guest houses with cooking facilities	One (1) parking space in addition to the parking required for the single-family dwelling.
Hotels, motels, and resorts	One (1) parking space for each one (1) guest room or dwelling unit.
Resort hotels, auxiliary commercial uses	A. One (1) parking space for every sixty (60) square feet of usable public floor area of restaurants, dining rooms, bars and dancing areas and places where the public is served, with an additional twenty (20) percent for employee parking.
	B. One (1) parking space for every four hundred (400) square feet of usable floor area, for commercial accessory uses.

TYPE OF USE	PARKING SPACES REQUIRED
	C. For places of public assembly, one (1) space for every five (5) seats, if seats are fixed or one (1) space for fifty (50) square feet of general assembly area.
Mobile home parks	Three (3) parking spaces for every two (2) mobile home spaces, either in or within one hundred (100) feet of the mobile home space.
Ranches	One (1) space per every two (2) horse stalls.
Institutional uses	
Hospitals	One (1) parking space for each one (1) bed.
Medical/dental offices and clinics	One (1) space per two hundred fifty (250) square feet of gross floor area.
Post offices on private property	One (1) parking space for each two hundred (200) square feet of floor area.
Places of worship	A. With fixed seating. One (1) space per four (4) seats in main sanctuary or auditorium plus one (1) space per each three hundred (300) square feet of classrooms and other meeting areas.
	B. Without fixed seating. One (1) space for each thirty (30) square feet of floor area in main sanctuary plus one (1) space per each three hundred (300) square feet of classrooms and other meeting areas.
Residential health care facilities	A. Specialized care facilities--five-tenths (0.5) of one parking space for each bed.
	B. Minimal care facilities--seven-tenths (0.7) of one parking space for each dwelling unit.
Commercial/Retail Service Uses	
Automobile dealers, new and used	A. One (1) employee parking space per each two hundred (200) square feet of indoor floor area, and
	B. One (1) employee parking space per each twenty (20) outdoor vehicle display spaces, and
	C. One (1) customer parking space per each twenty (20) outdoor vehicle display spaces.
	Parking plans submitted for automobile dealers shall illustrate the parking spaces allocated for each of A, B, and C, above.
Automotive service stations	Three (3) spaces per service bay and one (1) space per two hundred fifty (250) square feet of accessory retail

TYPE OF USE	PARKING SPACES REQUIRED
	sales area.
Banks/financial/civic offices	TWO HUNDRED EIGHT-FIVE (285) One (1) space per two hundred fifty (250) square feet gross floor area.
Bar, lounge, tavern or nightclub	SEVENTY-FIVE(75) One (1) space per thirty-five (35) square feet of indoor public floor area, plus one (1) space per two hundred (200) square feet of outdoor public floor area, excluding the first two hundred (200) square feet of outdoor public floor area.
Bars with restaurants	See "restaurants with bars."
Car wash, automated	Four (4) spaces per bay or stall plus one (1) space per employee plus ten (10) stacking spaces.
Dry cleaners	TWO HUNDRED EIGHT-FIVE (285) One (1) space per two hundred fifty (250) square feet gross floor area.
Freestanding stores and neighborhood centers (up to two hundred thousand (200,000) square feet)	
In planned neighborhood center, planned community center, or planned regional center	One (1) space per two hundred fifty (250) square feet gross floor area.
In planned convenience center, with arterial street frontage	One (1) space per two hundred fifty (250) square feet gross floor area.
In planned convenience center, without arterial street frontage	One (1) space per three hundred (300) square feet gross floor area.
In downtown (D) districts	One (1) space per two hundred fifty (250) square feet gross floor area.
In other districts	TWO HUNDRED EIGHTY-FIVE (285) One (1) space per two hundred fifty (250) square feet gross floor area.
Funeral homes	One (1) parking space for every two (2) persons for which permanent seating is provided in the main auditorium and one (1) parking space for every thirty (30) square feet of public assembly area.
Furniture and appliance stores	A. Up to fifteen thousand (15,000) square feet. One (1) space per five hundred (500) square feet gross floor area.
	B. Over fifteen thousand (15,000) square feet. One (1) space per five hundred (500) square feet for the first fifteen thousand (15,000) square feet, one (1) space per

TYPE OF USE	PARKING SPACES REQUIRED
	eight hundred (800) square feet thereafter.
Grocery (food store)	One (1) space per three hundred (300) square feet gross floor area.
Office, business and professional services	One (1) space per three hundred (300) square feet gross floor area.
Personal services	TWO HUNDRED EIGHT-FIVE (285) One (1) space per two hundred fifty (250) square feet gross floor area.
Plant nurseries, building materials yards, equipment rental or sales yards and similar uses	One (1) parking space for each three hundred (300) square feet of sales and display area.
Regional shopping center (more than two hundred thousand (200,000) square feet)	One (1) space per two hundred (200) square feet gross floor area.
Restaurants	
In planned neighborhood center, planned community center or planned regional center	One (1) space per eighty (80) square feet indoor public floor area, and one (1) space per two hundred fifty (250) square feet outdoor public floor area, excluding the first two hundred fifty (250) square feet of outdoor public floor area.
In other districts	SEVENTY-FIVE (75) One (1) parking space for each fifty (50) square feet of public floor area, and one (1) space for each two hundred (200) square feet of outdoor public floor area, excluding the first two hundred (200) square feet of outdoor public floor area.
Restaurants with bars	The amount of restaurant area and bar area shall be determined according to the method provided in table 9.1, section 9.103.C., calculating required parking for bar, and restaurant combinations.
In planned neighborhood center, planned community center, or planned regional center	A. Restaurant area. One (1) space per eighty (80) square feet of indoor public floor area.
	B. Bar area. One (1) space per fifty (50) square feet of indoor public floor area.
	C. Outdoor areas. One (1) space per two hundred fifty (250) square feet outdoor public floor area, excluding the first two hundred fifty (250) square feet of outdoor public floor area.
In other districts	SEVENTY-FIVE A. Restaurant area. One (1) parking space for each fifty (50) (75)

TYPE OF USE	PARKING SPACES REQUIRED
	{50} square feet of public floor area.
	B. Bar area. One (1) space for each thirty-five (35) square feet indoor public floor area.
	C. Outdoor areas. One (1) space for each two hundred (200) square feet of outdoor public floor area, excluding the first two hundred (200) square feet of outdoor public floor area.
Educational uses	
College/university	One (1) space per two (2) employees plus one (1) space per four (4) students, based on projected maximum enrollment.
Dance/music/business/vocational/trade schools	One (1) space per two hundred (200) square feet of classroom area.
Day nurseries or pre-schools	One (1) parking space for each employee; plus one (1) space for every fifteen (15) students, plus one (1) space for each company vehicle as per section 9.103.G, additional requirements for company vehicles.
Elementary schools	One (1) parking space for each classroom plus one (1) parking space for each two hundred (200) square feet of floor area in office areas.
High schools	One (1) parking space for each employee plus one (1) space for every six (6) students, based on projected maximum enrollment.
Cultural/entertainment uses	
Amusement parks	Three (3) spaces per hole for any miniature golf course, plus one (1) space per three thousand (3,000) square feet of outdoor active recreation space, plus any additional spaces required for ancillary uses such as but not limited to game centers and billiard halls.
Arts festivals, seasonal	One (1) space for each two hundred (200) square feet of indoor public floor area, other than public restaurant space. restaurant space at seasonal arts festivals shall be provided parking as otherwise required for restaurants in table 9.2.
Art galleries	One (1) space per four hundred (400) square feet indoor public floor area, one (1) space per two hundred twenty-five (225) square feet of office or work area, and one (1)

TYPE OF USE	PARKING SPACES REQUIRED
	space per eight hundred (800) square feet storage space.
Billiard halls	Two (2) spaces per billiard table.
Bowling alleys	Four (4) parking spaces for each lane, plus two (2) for any billiard table, plus one (1) space for each five (5) seats in any visitors gallery.
Club/lodge	One (1) space per two hundred fifty (250) square feet gross floor area.
Community or recreation buildings	One (1) parking space for each two hundred (200) square feet of floor area.
Cultural institutions and museums	One (1) space per three hundred (300) square feet gross floor area.
Dance halls, skating rinks, and similar recreational uses	One (1) parking space for each three hundred (300) square feet of floor space in the building.
Game centers	One (1) space per one hundred (100) square feet gross floor area.
Golf course	One (1) parking space for each two hundred (200) square feet of floor area in any main building plus one (1) space for every two (2) practice tees in the driving range, plus four (4) parking spaces for each green in the playing area.
Health or fitness studio	A. Less than ten thousand (10,000) square feet: one (1) space per one hundred fifty (150) square feet gross floor area.
	B. Ten thousand (10,000) to nineteen thousand nine hundred ninety-nine (19,999) square feet: one (1) space per two hundred (200) square feet gross floor area.
	C. Twenty thousand (20,000) to twenty-nine thousand nine hundred ninety-nine (29,999) square feet: one (1) space per two hundred fifty (250) square feet gross floor area.
	D. Thirty thousand (30,000) square feet and over: one (1) space per three hundred (300) square feet gross floor area.
Library	One (1) space per three hundred (300) square feet gross floor area.
Parks, public or private	Three (3) parking spaces for each acre of park area.

TYPE OF USE	PARKING SPACES REQUIRED
Stables, commercial	Adequate parking for daily activities shall be provided as determined by the City Manager or designee. Additional parking, improved as determined by the City Manager or designee, shall be provided for shows or other special events pursuant to section 7.900, special events.
Swimming pool or natatorium	One (1) space per one thousand (1,000) square feet gross floor area.
Tennis clubs	One (1) parking space per each two hundred (200) square feet of gross floor area, excluding court area, plus three (3) parking spaces per each court. The applicant shall be responsible for reserving space for parking that may be required in order to obtain permission for tournaments, shows and other activities.
Theaters, cinemas, auditoriums, gymnasiums and similar places of public assembly	
In planned neighborhood center, planned community center or planned regional center	One (1) space per ten (10) seats.
In other districts	One (1) parking space per four (4) seats. The total requirement may be reduced by one (1) parking space for every four (4) guest rooms contained in an attached hotel.
Trailheads	
Gateway	Five hundred (500) to six hundred (600) spaces, including those for tour buses and horse trailers.
Major community	Two hundred (200) to three hundred (300) spaces, including those for horse trailers.
Minor community	Fifty (50) to one hundred (100) spaces.
Local	None required.
Western theme park	Total of all spaces required for the various uses of the theme park, may apply for a reduction in required parking per section 9.104, programs and incentives to reduce parking requirements.
Technical uses	
Internalized community storage	One (1) parking space for each two thousand five hundred (2,500) square feet of gross floor area.
Manufacturing and industrial uses	One (1) parking space for each five hundred (500) square feet of gross floor area.

TYPE OF USE	PARKING SPACES REQUIRED
Warehousing or wholesaling establishments	One (1) parking space for each eight hundred (800) square feet of gross floor area.
Warehouses, mini	One (1) space per three hundred (300) square feet of administrative office space plus one (1) space per each fifty (50) storage spaces.
Communication Uses	
Radio/TV/studio	One (1) space per five hundred (500) square feet gross floor area, plus one (1) space per company vehicle, as per section 9.103.G, additional requirements for company vehicles.
Transportation Uses	
Transportation facilities, per section 5.3054	Required parking shall be determined by the City Manager or designee per section 9.103.D., calculating required parking for transportation facilities.

(Ord. No. 2736, § 1, 3-7-95; Ord. No. 3048, § 2, 10-7-97; Ord. No. 3225, § 1, 5-4-99)

PROJECT DESCRIPTION

Additions to the Fairmont Scottsdale Princess Hotel **Case No. 109-PA-2001**

The project is located on approximately 34.6 acres immediately west of the existing Fairmont Scottsdale Princess Hotel. The current zoning is C-O allowing a building area of approximately 895,000 s.f. The land is presently undeveloped except for right-of-way easements for North Cottage Terrace and East Hacienda Way (which are partially paved) that provide access to the hotel service area and the existing hotel villas. The land is seasonally used as a parking area for special events such as the Phoenix Open.

The proposed project will consist of approximately 28--2 and 3 story hotel "villa-style" guest room buildings organized in clusters of 5 or 6 buildings. Each cluster will have swimming pools and other guest amenities. Also a "Clubhouse" building will be constructed as an additional amenity for the hotel guests. This facility will provide the guest with an alternative location for meetings, evening cocktails and other events.

A 150 to 200-seat restaurant is proposed along Princess drive. This will be an additional restaurant destination for the hotel guest.

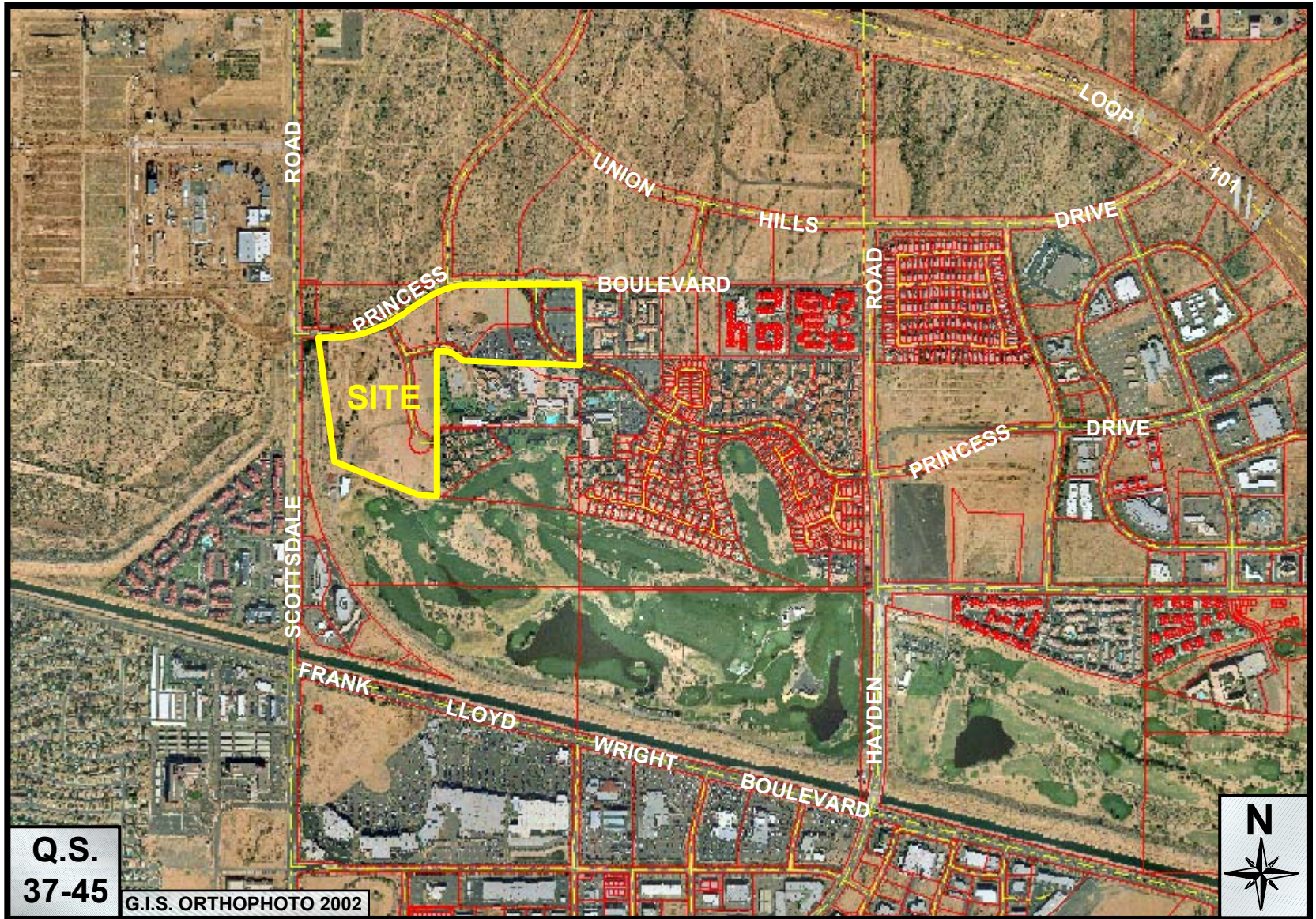
The requested zoning is C-2 (with PCD Overlay) to bring it into conformance with the existing hotel property. The C-2 zoning will allow an F.A.R. of 0.8 resulting in an allowable building area of almost 1.2 million square feet. The proposed project is approximately 685,000 s.f. The existing right-of-way will be abandoned and relocated per the new site plan.

On the existing zoned hotel property, a parking structure along Princess drive is proposed to replace the dirt and gravel lot presently existing. The design of this structure will use the sloping grades to help reduce its visual impact. The upper deck of the parking structure will be at approximately the finished floor level of the hotel (± 1562), below the top of the existing landscape berm (± 1565) that parallels Princess drive. The lower level will be at the approximate existing finished grade (± 1551) at the southwest corner of the

structure. The structure will house approximately 1,100 parking spaces to replace the less than 750 existing spaces.

The site plan also shows an approximately 50,000 s.f. addition to the hotels existing Conference Center. This facility will include a junior ballroom and other break out meeting rooms, prefunction space and necessary support and service facilities.

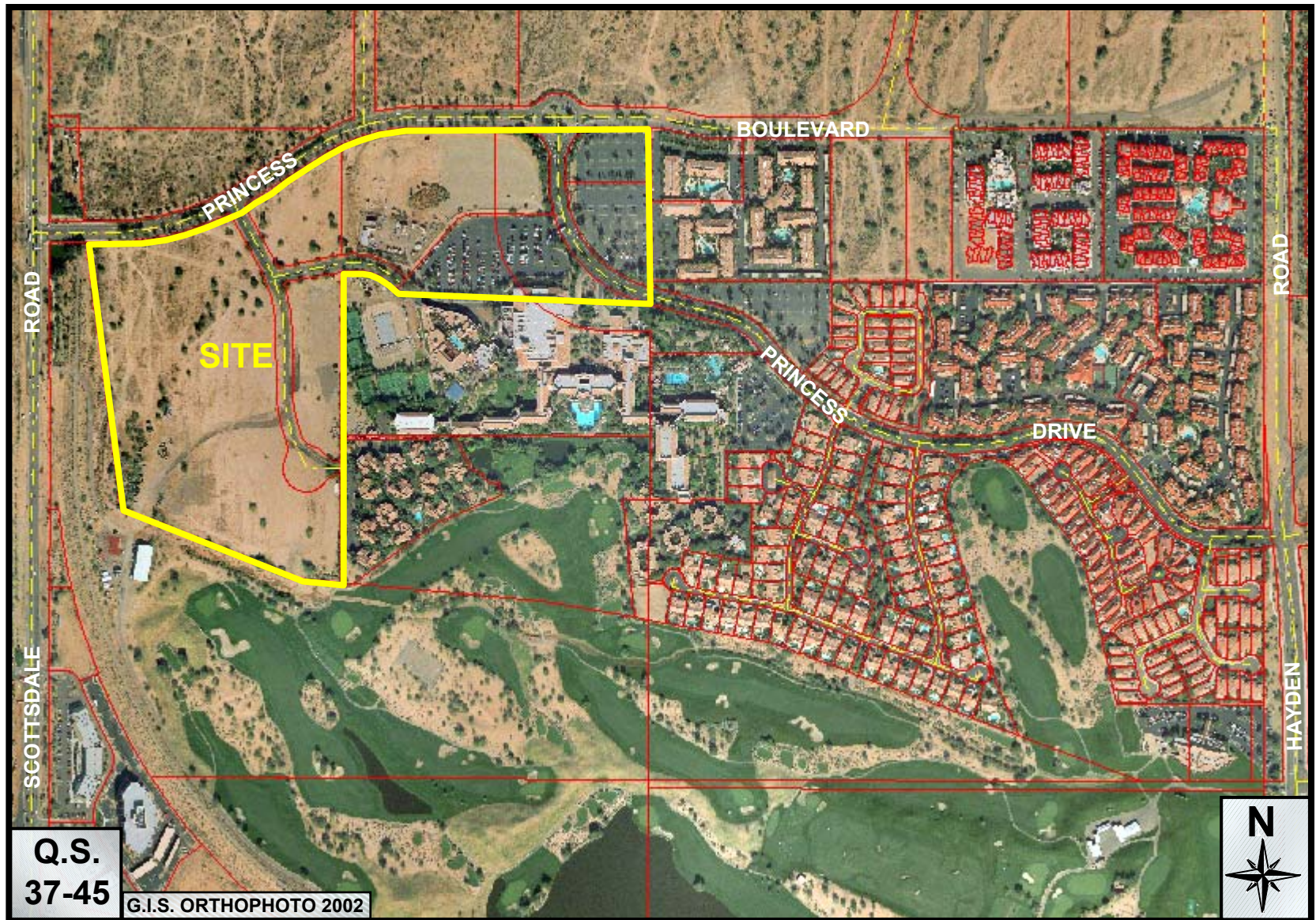
The proposed structures will be designed to complement and be compatible with the existing hotel. Materials will be from the existing materials and color palette—stucco, clay tile roofs, precast concrete columns, wrought iron railings and ceramic tile accents. The landscaping of the proposed project will also draw from the approved plant list of the neighborhood and the existing “resort style” landscaping of the hotel.



Fairmont Scottsdale Princess Expansion

1-ZN-2003

ATTACHMENT #2

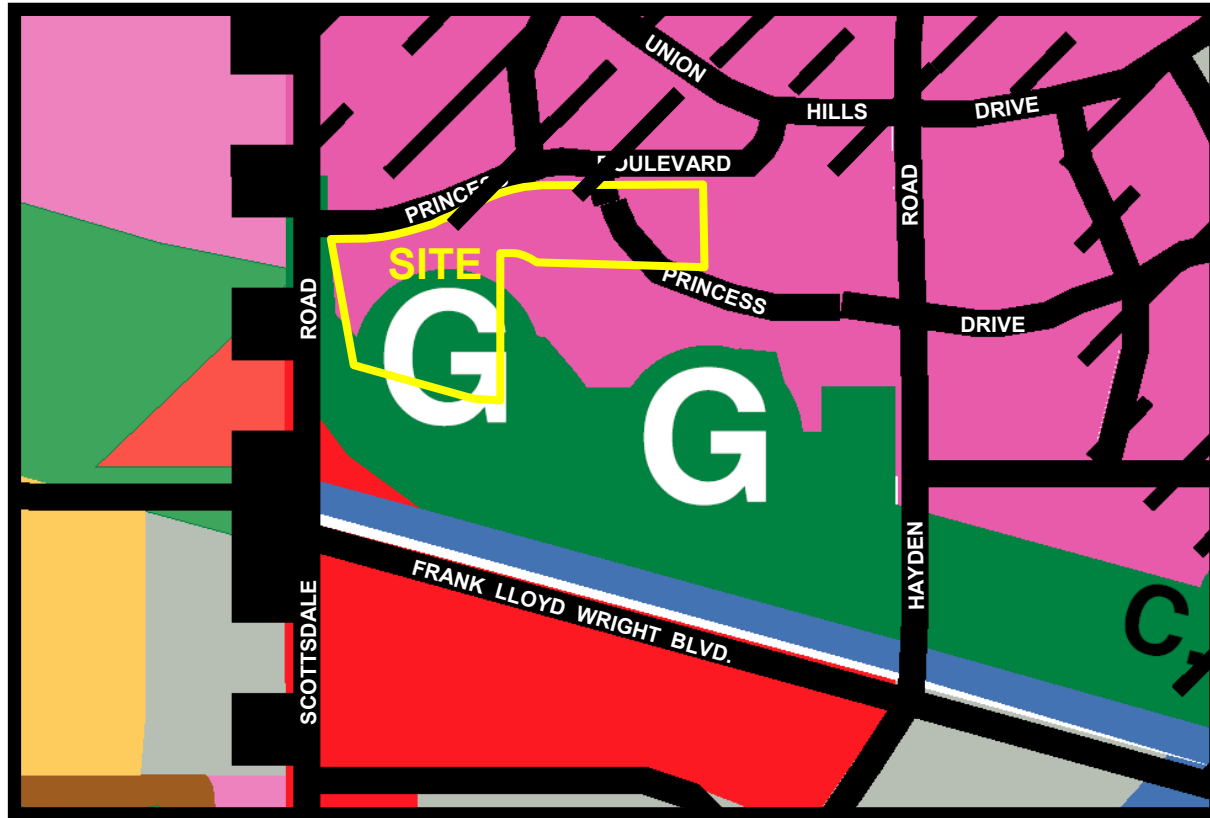





















Fairmont Scottsdale Princess Expansion

1-ZN-2003

ATTACHMENT #2A

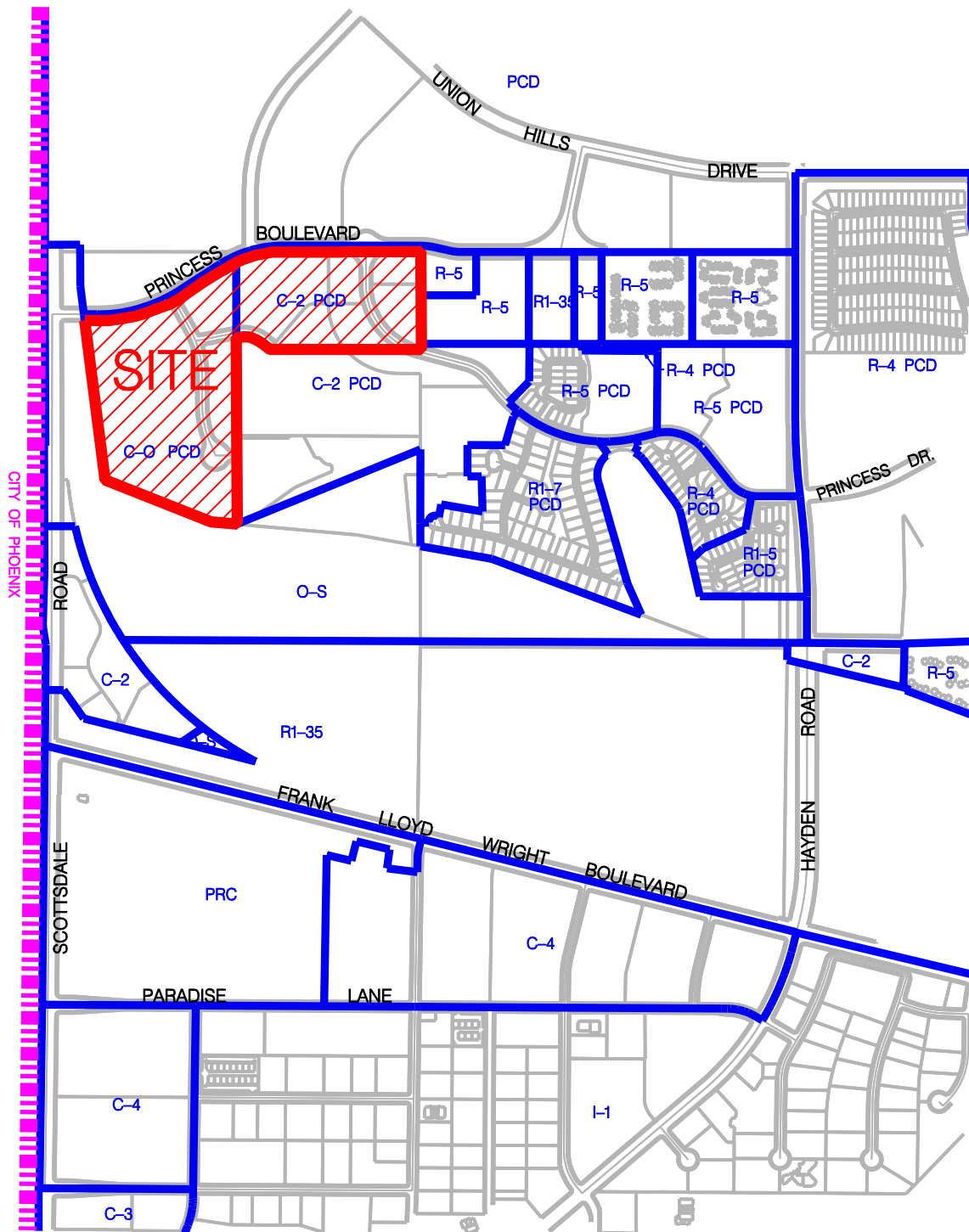
General Plan



- | | | | |
|---|---|---|--|
|  | Rural Neighborhoods |  | Commercial |
|  | Suburban Neighborhoods |  | Office |
|  | Urban Neighborhoods |  | Employment |
|  | Mixed-Use Neighborhoods |  | Natural Open Space |
|  | Resorts/Tourism |  | Developed Open Space (Parks) |
|  | Shea Corridor |  | Developed Open Space (Golf Courses) |
|  | Mayo Support District |  | Cultural/Institutional or Public Use |
|  | Regional Use District |  | State Trust Lands under State Land Commissioner's Order #078-2001/2002 |
|  | McDowell Sonoran Preserve (as of 3 /2002) | | |
|  | Recommended Study Boundary of the McDowell Sonoran Preserve | | |
|  | City Boundary | | |



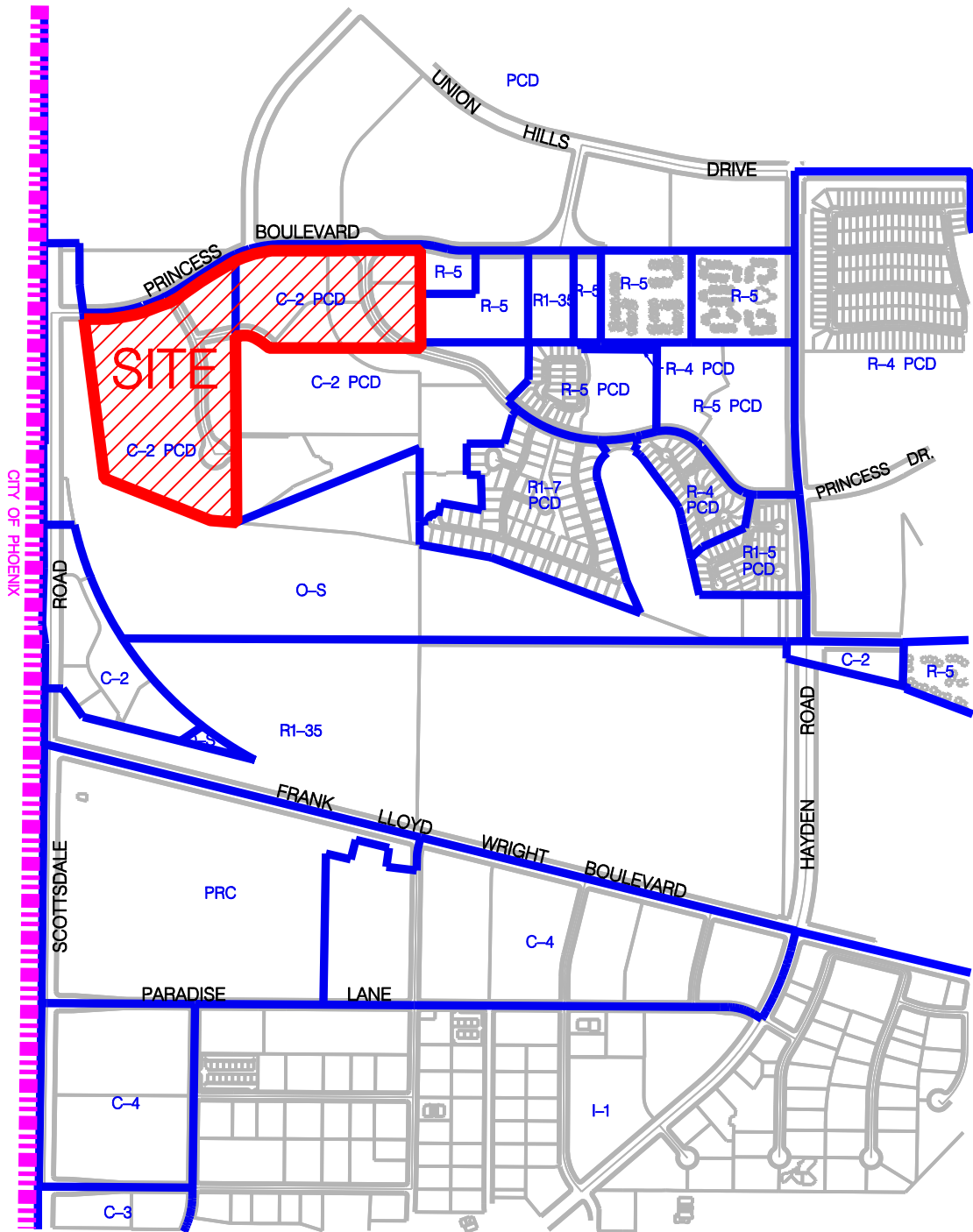
1-ZN-2003
ATTACHMENT #3



1-ZN-2003

ATTACHMENT #4





1-ZN-2003
ATTACHMENT #4A

STIPULATIONS FOR CASE 1-ZN-2003

PLANNING/ DEVELOPMENT

1. **CONFORMANCE TO DEVELOPMENT PROGRAM.** The overall character of development for Parcels A, B-2, and J shall be hotel/resort-oriented and shall generally conform to "Section V - Development Character" in the "Supplemental Zoning Narrative" submitted by Drake & Associates and dated 3/12/2003 (see report Attachment #1, Section V). The narrative shall not be construed to permit uses and other applicable use-related provisions beyond those already permitted for C-2 zoning of the Zoning Ordinance. Development on Parcels A, B-2, and J shall conform to the Amended Development Plan, contained within Appendix A of the Supplemental Zoning Narrative (see report Attachment #1, Appendix A). The following stipulations shall take precedence over the above-referenced documents. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. **PREVIOUS APPROVALS.** Except as amended by stipulations herein for Parcels A and B-2, Parcels A, B, C, D-1/E/F, D-2, D-3, G, H, and I shall continue to be governed by the most recently approved stipulations for each respective parcel and area as approved and specifically amended by cases 135-ZN-1985, 57-ZN-1986, 63-ZN-1987, 14-ZN-1988, and 60-ZN-1992.
3. **MAXIMUM DEVELOPMENT ALLOWANCES.** The total development on Parcels A, B-2, and J shall conform to the development allowances specified in "Section V - Development Character" in the "Supplemental Zoning Narrative" submitted by Drake & Associates and dated 3/12/2003 (see report Attachment #1, Section V). A fifty percent (50%) increase in the development allowance for each single use category shall be allowed, as shown in Table 1 below:

TABLE 1 - TOTAL MAXIMUM DEVELOPMENT ALLOWANCE – PARCELS A, B-2, AND J

Use Category		Base Density / Square Footage	Allowable Increase*
Hotel / Resort Residential	Total	350 Units	525 Units
Hotel Ancillary Uses			
Retail / Services		100,000 sq.ft.	150,000 sq.ft.
Restaurant / Bar		50,000 sq.ft.	75,000 sq.ft.
Clubhouse / Recreation		30,000 sq.ft.	45,000 sq.ft.
Conference / Event / Meeting Space		70,000 sq.ft.	105,000 sq.ft.
Cultural Uses		25,000 sq.ft.	37,5000 sq.ft.
Total		275,000 Square Feet	412,500 Square Feet

* A fifty percent (50%) increase in the development allowance for each single use category is allowed if the Zoning Administrator determines the following:

- The changes are hotel/resort-oriented; and
- A trip generation analysis demonstrates that the proposed development results in fewer than twenty percent (20%) trips generated over that proposed in the Trip Generation Comparison submitted by Olsson Associates dated 2/27/2003 (see report Attachment #1, Section IV and Appendix B). If there is an aggregate increase of twenty percent (20%) or more, then the developer shall submit a new traffic impact study with the Development Review Board submittal.

The specific distribution of proposed uses between parcels A, B-2, and J shall be included with each Development Review Board submittal.

4. CONFORMANCE TO AMENDED DEVELOPMENT STANDARDS. Parcel J shall conform with the amended development standards for a comparable zoning of C-2 and amended parking standards, both included in Appendix C of the Supplemental Zoning Narrative dated 3/12/2003 (see report Attachment #1, Appendix C).
5. PHASING. Detailed site plans that are submitted for Development Review Board approval shall clearly define the limits of construction of all improvements necessary to serve the proposed buildings and facilities and link them to all developed areas of the site.
6. UTILITY POLES. The developer shall remove all utility poles / overhead utilities along the south sides of Princess Boulevard. All necessary utilities shall be located underground.

MASTER PLANS

1. MASTER PLANS GENERALLY. The developer shall have each Master Plan specified below prepared by a registered engineer licensed to practice in Arizona (except Schedule E). Each Master Plan for Parcels A, B-2, and J shall be subject to city staff and/or Development Review Board approval before or concurrent with any further Development Review Board submittal.
 - a. Schedule A - Circulation Master Plan
 - b. Schedule B - Drainage Master Plan
 - c. Schedule C - Water Master Plan
 - d. Schedule D - Wastewater Master Plan
 - e. Schedule E - Master Environmental Design Concept Plan

SCHEDULE A – CIRCULATION MASTER PLAN

MASTER CIRCULATION PLAN. The developer shall submit a master circulation report and plan, which shall indicate the location and design of site driveways, internal streets, parking lot access, pedestrian access to the commercial and recreational areas on and adjacent to the site, and bus facilities. In addition, the circulation master plan shall include the following:

- a. The entrance to the site from Princess Blvd. shall be a minimum distance of 660 feet from the intersection of Scottsdale Road and Princess Blvd., unless otherwise approved by the City Transportation Director.
- b. Continuous bicycle facilities shall be provided from the Hayden/Bell intersection to the Princess/Scottsdale intersection, as required by Cases 57-Z-86, 63-Z-87, and 14-Z-88.
- c. A non-vehicular access easement (NVE) shall be provided along Princess Blvd. or Princess Lane except at street/driveway openings approved by the City Transportation Director.
- d. Pedestrian crossing concepts of Princess Boulevard to the north.

SCHEDULE B – DRAINAGE MASTER PLAN

1. MASTER DRAINAGE REPORT. The developer shall submit a master drainage report and plan, which shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. In addition, the master drainage report and plan shall:
 - a. Include a complete description of requirements relating to project phasing.
 - b. Identify the timing of and parties responsible for construction of all storm water management facilities.

2. MASTER DRAINAGE REPORT COPIES. Before master drainage report approval by the Drainage Planning Department, the developer shall, when requested by city staff, submit two (2) hard copies and one (1) disc copy of the complete master drainage report.
3. MASTER DRAINAGE REPORT APPROVAL. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the master drainage report.

SCHEDULE C – WATER MASTER PLAN

1. MASTER WATER REPORT. The developer shall submit a master water report and plan subject to Water Resources Department approval. The master water report and plan shall conform to the Design Standards and Policies Manual - Master Plan. In addition, the master water report shall:
 - a. Include a complete description of requirements relating to project phasing.
 - b. Identify the timing of and parties responsible for construction of all water facilities.
2. MASTER WATER REPORT APPROVAL. Before the improvement plan submittal to the Development Quality/Compliance Division, the developer shall have obtained approval of the master water report.

SCHEDULE D – WASTEWATER MASTER PLAN

1. MASTER WASTEWATER REPORT. With the Development Review Board submittal, the developer shall submit a master wastewater report and plan subject to Water Resources Department approval. The master wastewater report and plan shall conform to the Design Standards and Policies Manual - Master Plan. In addition, the master waste water plan shall:
 - a. Include a complete description of requirements relating to project phasing.
 - b. Identify the timing of and parties responsible for construction of all sanitary sewer facilities.
2. MASTER WASTEWATER REPORT APPROVAL. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the master wastewater report.

SCHEDULE E – MASTER ENVIRONMENTAL DESIGN CONCEPT PLAN

The architectural and site character of Parcels A, B-2, and J shall be compatible to, and consistent with, the existing hotel-resort development on Parcel B.

CIRCULATION

1. ACCESS RESTRICTIONS. Before issuance of any certificate of occupancy for the site, the developer shall dedicate the necessary right-of-way, as determined by city staff, and construct the following access to the site. Access to the site shall conform to the following restrictions (distances measured to the driveway or street centerlines):
 - a. [PRINCESS BLVD. AND PRINCESS DRIVE] - The developer shall dedicate a one-foot wide vehicular non-access easement on this street except at approved street/driveway openings

approved by the City Transportation Director. Any median break on Princess Blvd. shall be located a minimum distance of 660 feet, and a maximum distance of 1,000 feet, from the intersection of Scottsdale Road and Princess Blvd., unless otherwise approved by the City of Scottsdale Transportation Department General Manager. The developer shall be responsible for modifying the existing Princess Boulevard median to provide left-turn access, if necessary.

2. EASEMENT REQUIREMENTS. Before any final plan approval, the developer shall dedicate a fire department access easement through the new project into the TPC golf course in a form acceptable to city staff. The fire department access easement shall have a minimum width of 20 feet and a vertical clearance of 13' 6".
3. PEDESTRIAN CIRCULATION PLAN. With the Development Review Board submittal, the developer shall submit a Pedestrian Circulation Plan for the site, which shall be subject to city staff approval. This plan shall indicate the location and width of all sidewalks and pedestrian pathways, and consistent with the Master Circulation Plan.
4. TRANSIT FACILITIES. Before issuance of any certificate of occupancy for the site, the developer shall construct bus bay(s) and stop facilities (landscaping, bench and trash can) if required by the city of Scottsdale Transit Department. The design and location of these facilities shall be subject to city staff approval before any final plan approval. Contact city of Scottsdale Transit Department at 480-312-7696.

DRAINAGE AND FLOOD CONTROL

1. CONCEPTUAL DRAINAGE REPORT. With the Development Review Board submittal, the developer shall submit a conceptual drainage report and plan subject to city staff approval. The conceptual report and plan shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. In addition, the conceptual drainage report and plan shall:
 - a. Identify all major wash corridors entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of ALL washes which exit the property.
 - b. Determine easement dimensions necessary to accommodate design discharges.
 - c. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage.
 - d. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
 - e. Include a complete description of requirements relating to project phasing.
2. FINAL DRAINAGE REPORT. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a final drainage report and plan subject to city staff approval. The final drainage report and plan shall conform to the Design Standards and Policies Manual – Drainage Report and Preparation. In addition, the final drainage report and plan shall:
 - a. Demonstrate consistency with the approved master drainage plan and report.
 - (1). Any design that modifies the approved master drainage report requires from the developer a site-specific addendum to the final drainage report and plan, subject to review and approval by the city staff.
 - (2). Addendum generated by the final drainage analysis for this site shall be added to the appendix of the final drainage report.
 - b. Provide final calculations and detailed analysis that demonstrate consistency with the accepted conceptual drainage plan and report.

STORM WATER STORAGE REQUIREMENT. Before improvement plan approval, the developer shall submit a final drainage report and plan which calculates the storm water storage volume required, V_r , and the volume provided, V_p , using the 100-year, 2-hour storm event.

3. **STORM WATER STORAGE REQUIREMENT.** On-site storm water storage is required for the full 100-year, 2-hour storm event, unless city staff approves the developer's Request for Waiver. See Section 2 of the Design Standards and Policies Manual for waiver criteria.
 - a. If applicable, the developer shall submit to the Community Development Division a Request for Waiver Review form, which shall:
 - (1). Include a supportive argument that demonstrates historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.
 - (2). Include an estimate for payment in-lieu of on-site storm water storage, subject to city staff approval.
 - b. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained the waiver approval.
4. **STORM WATER STORAGE EASEMENTS.** With the Development Review Board submittal, the developer shall submit a site plan subject to city staff approval. The site plan shall include and identify tracts with easements dedicated for the purposes of storm water storage, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.
5. **DRAINAGE EASEMENTS.** Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all drainage easements necessary to serve the site.

VERIFICATION OF COMPLIANCE

1. **REQUIRED SPECIAL INSPECTIONS.** Before the approval of the improvement plans, the Project Quality/Compliance Division staff shall specify those drainage facilities that shall be required to have Special Inspections. See Section 2-109 of the Design Standards and Policies Manual for more information on this process.
2. **CONDITION FOR ISSUANCE OF GRADING & DRAINAGE PERMIT.** Before the issuance of a Grading & Drainage Permit:
 - a. The developer shall certify to the Project Quality/Compliance Division, that it has retained an Inspecting Engineer by completing Part I (Project Information) and Part II (Owner's Notification of Special Inspection) of the Certificate of Special Inspection of Drainage Facilities (CSIDF); and,
 - b. The Inspecting Engineer shall seal, sign and date Part III (Certificate of Responsibility) of the CSIDF.
3. **CONDITION FOR ISSUANCE OF CERTIFICATE OF OCCUPANCY AND/OR LETTER OF ACCEPTANCE.** Before the issuance of a Certificate of Occupancy and/or a Letter of Acceptance:
 - a. The Inspecting Engineer shall seal, sign and date the Certificate of Compliance form.
 - b. The developer shall submit all required Special Inspection Checklists and the completed Certificate of Compliance form to the Inspection Services Division. The Certificate of

Compliance form shall be sealed, signed and dated by the Inspecting Engineer, and shall be attached to all required Special Inspection Checklists completed by the Inspecting Engineer.

4. AS-BUILT PLANS. City staff may at any time request the developer to submit As-built plans to the Inspection Services Division. As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor. As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, dams, berms, lined and unlined open channels, storm water storage basins and underground storm water storage tanks, bridges as determined by city staff.

WATER

1. BASIS OF DESIGN REPORT (WATER). Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall conform to the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
 - a. Identify the location, size, condition and availability of existing water lines and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc.
 - b. Identify the timing of and parties responsible for construction of all water facilities.
 - c. Include a complete description of requirements relating to project phasing.
2. APPROVED BASIS OF DESIGN REPORT. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.
3. NEW WATER FACILITIES. Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all water lines and water related facilities necessary to serve the site. Water line and water related facilities shall conform to the city Water System Master Plan.
4. WATERLINE EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code the Design Standards and Policies Manual, all water easements necessary to serve the site.

WASTEWATER

1. BASIS OF DESIGN REPORT (SANITARY SEWER).). Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a basis of design report and plan subject to Water Resources Department approval. The basis of design report shall be in conformance with the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
 - a. Identify the location of, the size, condition and availability of existing sanitary sewer lines and wastewater related facilities.
 - b. Identify the timing of and parties responsible for construction of all sanitary sewer facilities.
 - c. Include a complete description of requirements relating to project phasing.
2. APPROVED BASIS OF DESIGN REPORT. Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.

3. NEW WASTEWATER FACILITIES. Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all sanitary sewer lines and wastewater related facilities necessary to serve the site. Sanitary sewer lines and wastewater related facilities shall conform to the city Wastewater System Master Plan.
4. SANITARY SEWER EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve the site.

OTHER REQUIREMENTS

1. ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS. All construction activities that disturb five or more acres, or less than five acres if the site is a part of a greater common plan, shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100. Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site <http://www.epa.gov/region>.

The developer shall:

- a. Submit a completed Notice of Intent (NOI) to the EPA.
 - b. Submit a completed Storm Water Pollution Prevention Plan (SWPPP) to the EPA.
2. NOTICE OF INTENT (NOI). With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a copy of the NOI.
 3. DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving equipment permit) from Maricopa County Division of Air Pollution Control. Call the county 602-507-6727 for fees and application information.
 4. UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a signed No Conflict form (not required for city owned utilities) from every affected utility company.
 5. ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ). The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 Guidelines for the Construction of Water Systems, and Engineering Bulletin #11 Minimum Requirements for Design, Submission of Plans, and Specifications of Sewerage Works, published by the ADEQ. In addition:
 - a. Before approval of final improvement plans by the Project Quality/Compliance Division, the developer shall submit a cover sheet for the final improvement plans with a completed signature and date of approval from the Maricopa County Environmental Services Department (MCESD).
 - b. Before issuance of encroachment permits by city staff, the developer shall provide evidence to city staff that a Certificate of Approval to Construct Water and/or Wastewater Systems has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.

- c. Before commencing construction, the developer shall submit evidence to city staff that Notification of Starting Construction has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
- d. Before acceptance of improvements by the city Inspection Services Division, the developer shall submit a Certificate of Approval of Construction signed by the MCESD and a copy of the As-Built drawings.
 - (1). Before issuance of Letters of Acceptance by the city Inspection Services Division, the developer shall:
 - (2). Provide to the MCESD, As-Built drawings for the water and/or sanitary sewer lines and all related facilities, subject to approval by the MCESD staff, and to city staff, a copy of the approved As-Built drawings and/or a Certification of As-Built, as issued by the MCESD.
 - (3). Provide to the MCESD a copy of the Engineers Certificate of Completion with all test results, analysis results, and calculations, as indicated on the form.
 - (4). Provide to the MCESD a copy of the Request for Certificate of Approval of Construction of water and/or sanitary sewer lines with all appropriate quantities.
 - (5). Provide the city Inspection Services Division a copy of the Certificate of Approval of Construction, as issued by the MCESD.

ADDITIONAL INFORMATION FOR CASE 1-ZN-2003

PLANNING/DEVELOPMENT

1. **DENSITY CONTINGENCIES.** The approved density for each parcel may be decreased due to drainage issues, topography, and other site planning concerns which will need to be resolved at the time of preliminary plat or site plan approval. Appropriate design solutions to these constraints may preclude achievement of the proposed units or density on any or all parcels.
2. **DEVELOPMENT CONTINGENCIES.** The approved development program, including intensity, may be changed due to drainage issues, topography, requirements, and other site planning concerns which will need to be resolved at the time of preliminary plat or site plan approval. Appropriate design solutions to these constraints may preclude achievement of the proposed development program.
3. **DEVELOPMENT REVIEW BOARD.** The City Council directs the Development Review Board's attention to:
 - a. wall design,
 - b. the type, height, design, and intensity of proposed lighting on the site, to ensure that it is compatible with the adjacent use,
 - c. improvement plans for common open space, common buildings and/or walls, and amenities such as ramadas, landscape buffers on public and/or private property (back-of-curb to right-of-way or access easement line included).
 - d. major stormwater management systems,
 - e. signage,
 - f. Master Environmental Design Concept Plans.
4. **NOTICE TO PROSPECTIVE BUYERS.** The developer shall give the following information in writing to all prospective buyers of lots on the site:
 - a. The closest distance from the lot to the midpoint of the Scottsdale Airport runway.
 - b. The city shall not accept any common areas on the site for ownership or maintenance.
5. **NATIVE PLANT PRESERVATION.** The owner shall secure a native plant permit as defined in the Scottsdale Revised Code for each parcel. City staff will work with the owner to designate the extent of the survey required within large areas of proposed undisturbed open space. Where excess plant material is anticipated, those plants shall be offered to the public at no cost to the owner in accordance with state law and permit procedure or may be offered for sale.

ENGINEERING

1. **RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE.** The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
2. **FEES.** The construction of water and sewer facilities necessary to serve the site shall not be in lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water

recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.

3. STREET CONSTRUCTION STANDARDS. The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.
4. CITY CONTROL OF ACCESS. The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

TRAFFIC IMPACT ANALYSIS SUMMARY
109-PA-2001, 1-ZN-2003
Scottsdale Princess
Planned Community District

Existing Conditions:

Princess Boulevard is identified as a Neighborhood System on the new mobility element of the city's General Plan and is built as a major collector cross section. The street is improved to have two through lanes for each direction and a raised center landscaped median. The posted speed limit on Princess Boulevard is 30-MPH. Princess Boulevard is a public roadway. Princess Drive, which intersects Princess Boulevard at the roundabout, is a private roadway. Princess Boulevard was recently extended west of Scottsdale Road into the City of Phoenix.

Scottsdale Road is identified as a Regional System on the new mobility element of the city's General Plan and is identified as a Major Arterial on the streets master plan. Scottsdale Road is not built out to a full major arterial cross section in the vicinity of Princess Boulevard. Scottsdale Road has two lanes in each direction with a double yellow centerline. The posted speed limit on Scottsdale Road in the vicinity of Princess Boulevard is 45-MPH.

The intersection of Princess Boulevard and Scottsdale Road is signalized.

Proposed Development:

The Fairmont Scottsdale Princess resort is an existing resort located south of Princess Boulevard and west of Scottsdale Road. There are several parcels of land that make up the Princess resort. The existing hotel and amenities are built on Parcel B. Parcel B is not fully developed. There is a section on the north side of Parcel B that is still vacant. Parcel A, which is north of Parcel B, and Parcel J, which is west of Parcels A and B, are vacant. The Princess resort leases Parcel J from the State Land Department.

The Princess resort land, Parcels A, B, and J, is currently zoned CO-PCD (Commercial Office – Planned Community District). In the most recent zoning case for the Princess resort (63-ZN-87), proposed land uses were identified for the remaining portion of Parcel B, as well as Parcels A and J. "Princess Village" was planned for Parcel A and the remaining portion of Parcel B. Princess Village was planned to have retail, restaurant, and office uses. Parcel J was planned to have offices with small percentage of restaurant and retail uses.

The current zoning case is proposing to change the zoning and proposed land uses for Parcel J to C-2-PCD (Central Business District – Planned Community District) and to amend the proposed land uses for Parcels A and B. Under the proposal, an expansion of the existing Princess Conference Center space is planned for Parcel A and the remaining portion of Parcel B. Parcel J is planned to have resort/residential units, retail, restaurants, a hotel clubhouse with recreation amenities, and resort conference space.

The Trip Generation Summary Tables below show the number of trips that would be expected for the approved zoning and land use and for the proposed zoning and land use for Parcel A, the remaining portion of Parcel B, and Parcel J. The trip generation is for proposed development only and does not account for the existing resort hotel and amenities on Parcel B.

TRIP GENERATION SUMMARY TABLES

Previously Approved Zoning and Land Uses	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcels A & B (Princess Property)							
Retail 41,700 SF	3,884	58	37	95	169	183	353
Restaurants 15,000 SF	1,995	72	67	139	177	113	290
Office 75,000 SF	1,064	130	18	148	28	136	163
Total Parcels A & B	5,523	209	97	306	299	346	645
Parcel J (State Trust Land)							
Retail – 5% 22,375 SF	4,065	60	39	99	177	192	369
Restaurant – 5% 22,375 SF	5,833	216	199	415	292	194	486
Office – 90% 850,250 SF	8,869	1,106	151	1,257	204	996	1,200
Total Parcel J	18,766	1,382	389	1,770	673	1,383	2,056
TOTAL PARCELS A, B, & J	24,289	1,590	486	2,076	972	1,728	2,700

Proposed Zoning and Land Uses	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Parcels A & B (Princess Property)							
Conference Center Expansion Increase by 50,000 SF	615	77	38	115	48	97	145
Total Parcels A & B	615	77	38	115	48	97	145
Parcel J (State Trust Land)							
Resort/Residential 350 Units	4,701	93	36	130	93	36	130
Retail 100,000 SF	6,817	98	62	160	301	327	628
Restaurants 50,000 SF	5,507	137	115	252	345	170	515
Conference 20,000 SF	246	31	15	46	19	39	58
Cultural 25,000 SF	Incidental to Other Uses						
Clubhouse 30,000 SF	Included within Resort/Residential Units						
Total Parcel J (Reduced 20% for Internal Trips)	13,816	287	183	470	607	458	1,064
TOTAL PARCELS A, B, & J	14,431	364	221	585	655	555	1,209

This trip generation summary is based on data contained in the Institute of Transportation Engineer's *Trip Generation*. The applicant has provided a trip generation comparison prepared by Olsson Associates, which compares the trip generation characteristics of the proposed zoning and land uses to the previously approved zoning and land uses. The total number of trips for Parcel J was reduced by 20% to account for internal trips that originate within the resort.

The Trip Generation Comparison Table below compares the total trips generated by the approved zoning and land use to the proposed zoning and land use. This table demonstrates that the proposed zoning and land use represents a 41% reduction in traffic for the site. Trip generation for Parcels A and B is 89% less for the proposed zoning and land use. Trip generation for Parcel J is 26% less for the proposed zoning and land use.

TRIP GENERATION COMPARISON TABLE

Development Scenario	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Previously Approved Zoning and Land Uses	24,289	1,590	486	2,076	972	1,728	2,700
Proposed Zoning and Land Uses	14,431	364	221	585	655	555	1,209
Difference	9,858	1,236	265	1,491	317	1,173	1,491

Summary:

The proposed zoning and land uses for Parcels A, B, and J at the Princess resort will result in a decrease in trips to and from the resort. The approved zoning and land use for the Princess resort projects 24,289 trips per day for the undeveloped portions of Parcels A, B, and J. The proposed zoning and land use projects 14,431 trips per day for the undeveloped portions of Parcels A, B, and J. Trip generation for the proposed zoning and land uses is 41% less than for the approved zoning and land uses.

CITIZEN REVIEW REPORT

(Submitted - 12/10/02)

PUBLIC NOTIFICATION & INPUT

Open House Invitees

Invitations to the Open Houses to discuss the Re-Zoning application were sent on September 26th and 27th of 2002 to 185 interested parties, including:

- Arizona State Land Department – Michael E. Anable, State Land Commissioner
- Arizona State Land Department – Catherine Balzano, Planning Section
- Bureau of Reclamation – Carol Lynn Erwin, Area Manager
- City of Phoenix – Donna Stevens, Planning Department
- City of Scottsdale – Tim Curtis, Community Development
- Resort Suites – Gordon Zuckerman, Jr.
- Scottsdale Princess Homeowners Association members (*176 individuals*)
- Scottsdale Villa Mirage Resort – Terry Gunn, General Manager
- Sheraton Desert Oasis – Bob Gaul, General Manager
- Tournament Players Club – Bill Grove, Regional General Manager

Open House Location

Fairmont Scottsdale Princess, McDowell Meeting Rooms

Open House Dates and Times

Thursday, October 10, 2002 (5:00 – 7:00 PM)

Friday, October 11, 2002 (8:00 – 10:00 AM)

Saturday, October 12, 2002 (9:00 – 11:00 AM)

Open House Content

Copies of the following content are attached:

- Invitation [*Attachment A*]
- Sign-In Sheets [*Attachment B*]
- Comment Sheets [*Attachment C*]
- Handout [*Attachment D*]
- Exhibit Boards [*Attachment E*]

Map of Interested Parties

See *Attachment F* for Map of Interested Parties.

People that Participated in the Public Process

See above for list of Open House invitees and *Attachments B, C & G* for names of those that signed-in, left comments or attended one of the Scottsdale Princess Community Association meetings.

Preliminary Public Involvement

At the dates listed below and prior to the Open Houses, we introduced the preliminary site plan and discussed the City of Scottsdale rezoning process with the members of the Scottsdale Princess Community Association in attendance at the regularly scheduled meetings [*Attachment G*]. We invited questions and comments from those in attendance.

June 19, 2001 (Board Meeting)

June 25, 2001 (Quarterly Meeting)

September 7, 2001 (Quarterly Meeting)

September 12, 2002 (Quarterly Meeting)

Issues, Concerns, Problems

As the few, three (3), Comment Sheets show, and verbal comments supported, area residents have been supportive of the Princess' plans, which would be of a lower-density, lower-traffic, lower-height, and more open space site plan/development than would be allowed for an office building under current zoning standards. Specifically, attendees noted that the proposed types of hotel-affiliated land uses are preferable to "strip" retail, gas stations, auto dealerships and office buildings.

We were able to address attendee concerns with a site plan that showed substantially lower densities and neighborhood impacts with significantly higher open space preserved in the site plan, which would complement the existing Princess resort and neighborhood.

SITE POSTING

See *Attachment H* for Affidavit Of Posting.



YOU ARE INVITED

OPEN HOUSE

at the

Fairmont Scottsdale Princess Resort to find out about the Resort's Rezoning Application

for the 35 acres at the southeast corner of Princess Boulevard and
Scottsdale Road, recently leased from the Arizona State Land Department.
Representatives of the Fairmont Scottsdale Princess will be present to answer
questions and respond to your comments about the rezoning application.

OPEN HOUSE DATES AND TIMES

Thursday October 10
5:00 PM to 7:00 PM

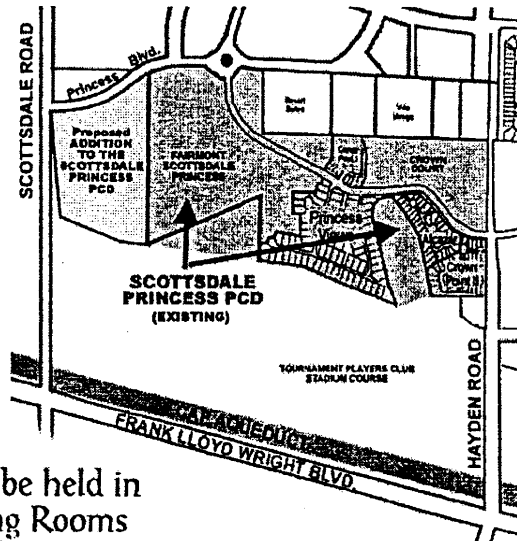
Friday October 11
8:00 AM to 10:00 AM

Saturday October 12
9:00 AM to 11:00 AM

The Open Houses will be held in
the McDowell Meeting Rooms
at the Fairmont Scottsdale Princess.

(see map, attached)

Please park in the east parking lot and follow the signs.



EVERYONE IS WELCOME!

If you have questions about the Open Houses, please contact Jan Macy, at the Resort.
Her telephone number is 480-585-2703.

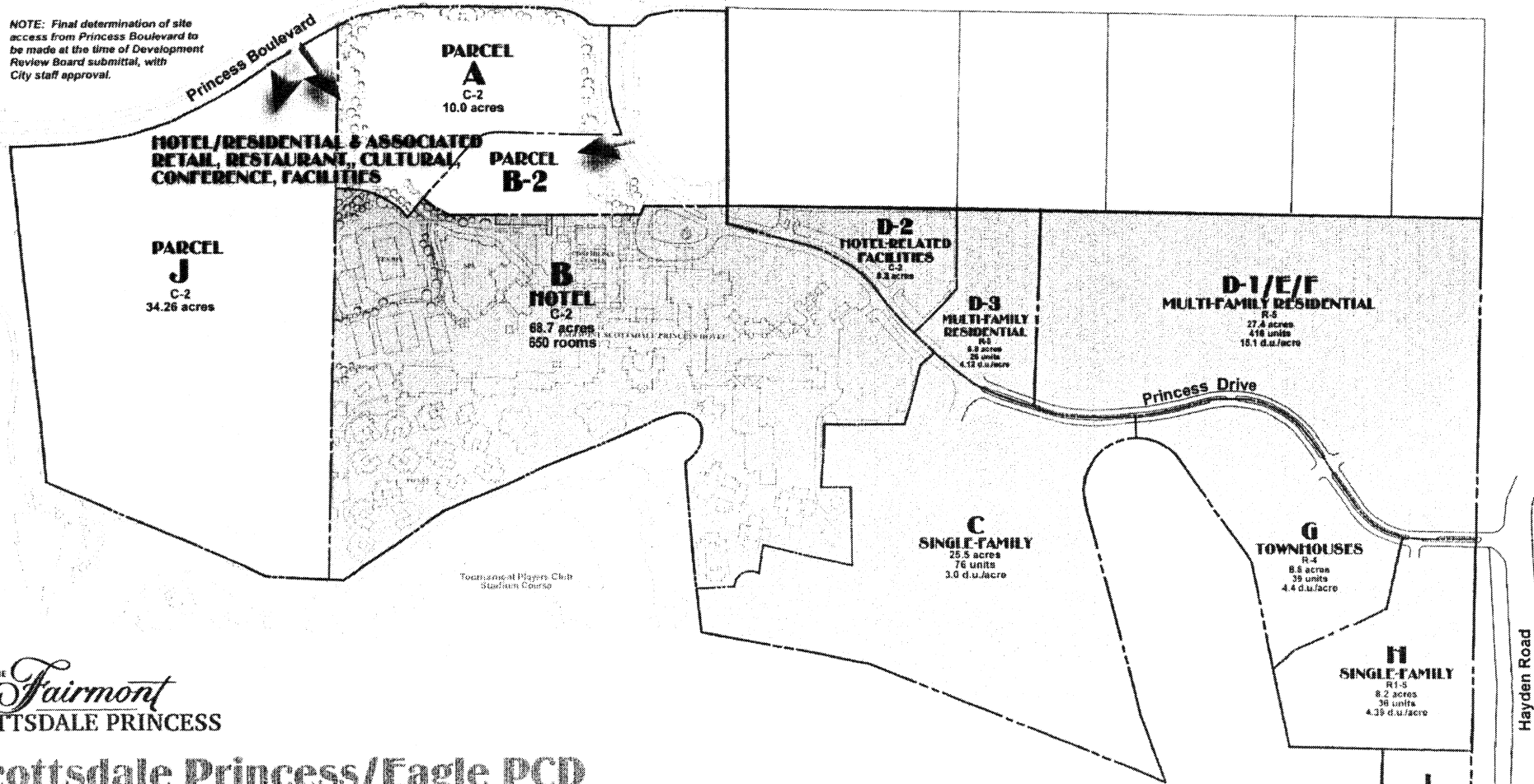
We look forward to seeing you and getting your input!



7575 EAST PRINCESS DRIVE, SCOTTSDALE, ARIZONA 85255
TELEPHONE 480 585 4848 FACSIMILE 480 585 0086



NOTE: Final determination of site access from Princess Boulevard to be made at the time of Development Review Board submittal, with City staff approval.



THE *Fairmont*
SCOTTSDALE PRINCESS

Scottsdale Princess/Eagle PCD AMENDED DEVELOPMENT PLAN

DRAKE & Associates

▲ NORTH 8/201 REV 27403
REV 30801

PLANNING COMMISSION REPORT



MEETING DATE: April 8, 2003

ITEM NO. _____ GOAL: Coordinate Planning to Balance Infrastructure

SUBJECT

C.A.P. Basin Park

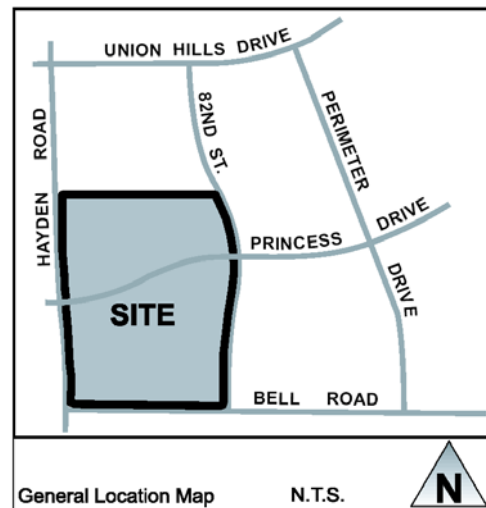
REQUEST

Request to approve municipal use master site plan for a City park on 80+/- acres located at the northeast corner of Hayden and Bell Roads with Townhouse Residential, Planned Community Development (R-4 PCD) zoning.

2-UP-2003

Key Items for Consideration:

- The Municipal Use Master Site Plan will allow the development of 71+/- acre C.A.P. Basin Park.
- The park will contain 10 new soccer fields (4 of which are lighted), lighted basketball court, concession stand/maintenance facility, ramadas, restrooms, playground, active and passive recreation areas, and 720-space parking lot.
- Princess Drive will be recessed through the site, allowing a pedestrian overpass to connect the north and south sides of the park.
- The park design will allow parking for the Phoenix Open.
- Three public meetings have been held and many neighborhood suggestions were incorporated into the site plan.



Related Policies, References:

The General Plan and Zoning Ordinance supports the use of the site for a park. The Parks & Recreation Commission and Transportation Commission have approved the proposed park master plan and associated traffic circulation plan. In addition to the park, the site can be used for a regional stormwater retention facility and provide parking for the Phoenix Open.

Background/History:

- 1983- The land was annexed from the County as Residential (R1-35).
- 1986- Case 11-Z-86 rezoned the site and larger 1,292-acre area between Scottsdale Road and Pima Road to I-1, C-2, R1-7, R-3, R-4, R-5, and O-S within a Planned Community District.

1995- The City of Scottsdale purchased this 120-acre site, with the northern 40-acre portion later being sold for residential use.
1997- A regional stormwater retention basin was constructed on the site.
1999- The City of Scottsdale and the T.P.C. entered into an agreement for the land to be used for parking during the Phoenix Open.
2000- Scottsdale voters approved this project as part of Bond 2000 election.
2002- Joint Parks Commission and Transportation Commission meetings were held to receive public input and decide park and transportation issues.

OWNER

City of Scottsdale
480-312-2357- Community Services Department

APPLICANT CONTACT

Annette Grove, Project Manager
City of Scottsdale-Capital Projects Management
480-312-2399

Gary Meyer, Parks/Trails Planning Manager
City of Scottsdale Community Services Department
480-312-2357

LOCATION

E Bell Rd / N Hayden Rd (Northeast Corner)

BACKGROUND**Zoning.**

The site is zoned Townhouse Residential District, Planned Community Development (R-4 PCD). This zoning district allows for Municipal Uses such as parks and recreational facilities subject to a Municipal Use Master Site Plan where the facility is greater than one (1)-acre in area.

General Plan.

The General Plan Land Use Element designates the property as Mixed Use Neighborhoods. This category includes higher density housing and complimentary office, retail and other mixed uses.

Context.

This park site is located at the northeast corner of Hayden and Bell Roads. The surrounding property is zoned Townhouse Residential District, Planned Community Development (R-4 PCD) to the north, which is the Stonebrook subdivision; Single Family Residential (R1-5 PCD) and Multi-Family Residential (R-5 PCD) to the west, which are the Crown Pointe and Princess Views developments; General Commercial (C-2) and Multi-Family Residential (R-5) to the south which is the Montana del Sol and Industrial Park (I-1PCD), which is the Perimeter Center to the East.

**APPLICANT'S
PROPOSAL****Goal/Purpose of Request.****Request:**

Due to public concern related to the need for additional sport fields for the youth of Scottsdale, the City Council directed staff to identify additional sites on which new fields could be built. Due to concerns related to cost of land, staff first identified land that the City already owned for other purposes that could also have the potential of accommodating youth sports fields. This was the first site identified that had excellent potential for multiple uses, while

having the opportunity to enhance the appearance of the site.

Existing Conditions:

Currently the site is dirt and non-maintained shrubbery that is only utilized several weeks each year to accommodate parking for the Phoenix Open Golf Tournament. Approximately 7,000 cars are parked on this site. Developing this site as planned would provide much needed sports fields for the community, improve the appearance of the site, reduce the dust, and still maintain the basic purpose of parking and drainage for the area. Scottsdale voters approved bond funds to complete this project as submitted.

Proposal:

- The 71 +/- acre (net) park site contains 4 lighted soccer fields in the recessed basin area located south of Princess plus 6 additional unlighted soccer fields, playground, lighted basketball court, jogging path, ramadas, concession stand, maintenance facility and restrooms.

Fields and court:

- Recessed soccer field lighting includes about 18, 80-foot tall poles located within the basin. Pole heights will have the appearance of being lower and the impact on adjacent neighbors from the lighted fields is reduced because of the recessed fields.
- Field lighting contains the state-of-the-art light fixtures with high-containment extended shielding to reduce light trespass to a maximum of 0.3-foot candles at the park boundary. Field lighting is on automatic timers and will turn off at 10:30 PM. Non-sports lighting is 16 feet tall, fully shielded, and directed downward.
- A lighted basketball court is located on the north edge of the basin and south of Princess Drive. The lighted basketball court will contain pole heights of 25 feet with full cut-off fixtures to reduce the impact of lighting.

Princess Drive:

- Princess Drive, a 4 lane divided street, is recessed through the center of the site to a depth of approximately 17 feet, which provides for an at-grade pedestrian bridge to cross Princess Drive and connect the north and south sides of the park. Princess Drive returns to grade at the Hayden Road and 82nd Street intersections. A new traffic signal will be installed at Princess Drive and Hayden Road.

Amenities:

- Perimeter sidewalks along the streets surround the park on the south, east, and west sides, and an 8-foot-wide pedestrian/jogging path encircles the basin fields and 4 northern fields on the site. A pedestrian circulation plan has been prepared identifying connections with the adjacent streets, the park path system, as well as parking lots, fields and other park amenities.
- A combination concession stand, restrooms and park maintenance facility is located within the side slope of the basin along the west side of the 4-lighted fields.
- Four (4), 20 by 20 foot ramadas are located south of Princess Drive along with a ramada north of Princess plus an additional restroom and playground. Open turf areas are also provided between the soccer fields north of Princess, and east of the lighted basketball court.

Buffers:

- Landscape areas are located mainly along the perimeter of the site to buffer adjacent neighborhood areas, as parking lot landscaping and adjacent to Princess Drive.
- Landscaping trees and shrubs are carefully located on the site in order to provide adequate buffering but still allow parking of large numbers of cars.
- Setbacks and screening have been provided to buffer the Stonebrook subdivision to the north, as well as other sides of the site, from the impact of recreational uses.
- The 4 recessed lighted soccer fields and recessed portions of Princess Drive will contain terraced landscaped slopes.

Key Issues.

- Need to provide parking facilities for the Phoenix Open
- Princess Drive design and alignment resolution
- Need for public lighted sports fields and facilities
- Need to address neighborhood input regarding lighting, parking, traffic circulation, landscaping and buffers

IMPACT ANALYSIS

Development information.

- | | |
|------------------------------------|---|
| • <i>Existing Use:</i> | Vacant land used partially for a regional stormwater overflow facility and for parking for the Phoenix Open |
| • <i>Buildings/Description:</i> | Ten (10) soccer fields, basketball court, playground, active and passive recreational uses, parking lot, concession stand with restrooms and maintenance building, additional restroom building and five (5), 20 by 20 foot ramadas |
| • <i>Parcel Size:</i> | 71+/- acres (net) |
| • <i>Building Height Allowed:</i> | 30 feet |
| • <i>Proposed Building Height:</i> | 30 feet partially located within basin to reduce overall height |
| • <i>Floor Area:</i> | 1,000 square feet |
| • <i>Other:</i> | Four (4) soccer fields located in the basin are lighted, with 18, 80-foot-tall poles and state-of-the art, shielded light fixtures. Lighted basketball court with 6, 25-foot tall poles |

Community Impact.

The park proposal provides additional active and passive recreational facilities for this area. Substantial demand exists in the City of Scottsdale for additional soccer fields, especially lighted fields. In fact, approximately 120 adult sport teams were turned away last year because there are not enough sport fields available for use. Each team represents 10 – 15 players. This means that over 1200 players are turned away each year due to a lack of field space.

The facility provides 10 soccer fields (4 of which are lighted), a lighted basketball court, playground and open space amenities. Field and court lighting will contain the latest shielding and glare technology; with high containment fixtures to reduce light trespass past the property lines and be turned off at 10:30 PM. Buffered setbacks are provided adjacent to the Stonebrook subdivision to the north and from perimeter streets around the site. This will not only meet site demand but will also accommodate the 6,500 to 7,000 vehicles parking for the Phoenix Open per the agreement between the City and the PGA Tour. The site is contractually committed for Phoenix Open parking; nothing can be built that would diminish the parking.

Traffic.

Access to the site will be from 3 locations along 82nd Street: one location from Bell Road and 2 locations from Princess Drive. Parking lots are located mainly along the west side of 82nd Street, south of Princess Drive, between the 4 lighted soccer fields located in the basin and the 2 at-grade western fields, and north of Princess Drive adjacent to the 2 westerly fields. Fences will be provided along each side of Princess Drive to prevent pedestrians from crossing the street except at the sites' pedestrian bridge or at the intersections with Hayden Road and 82nd Street. Improvements are proposed to Princess Drive, and the installation of signals and traffic mitigation measures at the Hayden Road and Princess Drive intersection.

A traffic analysis has been conducted for the use. The proposed development plan will yield about 300 trips during the weekday p.m. peak hour and 600 trips during the weekend a.m. peak hour during soccer tournaments. This traffic will be well distributed onto the streets via six site driveways. The proposed transportation improvements will accommodate both the increase in area traffic and the traffic generated by this proposed development. Capacity analyses indicate that the all of the intersections can be modified to provide an acceptable level of service both for current conditions and for the projected 2020 traffic conditions.

Parking.

- 210 spaces are required, 720 permanent spaces are provided, with additional overflow parking areas.

Water/Sewer.

Water and sewer is provided by the City of Scottsdale. Turf areas will utilize partially treated Water Campus irrigation water or untreated C.A.P. water.

Police/Fire.

City Police and Rural Metro have been contacted and foresee no impacts to their response time.

Schools District comments/review.

The Paradise Valley Unified School District has been notified of this application.

Open space, scenic corridors.

The site provides a new 71+/- park, recreation, and open space facility for the City of Scottsdale.

Policy implications.

The proposal conforms to the General Plan and Zoning Ordinance and implements the 1999 parking agreement between the City and PGA Tour. The project fulfills the existing demand for the additional soccer fields.

Community involvement.

Public neighborhood meetings were held on August 17, 2000, November 9, 2000, and May 30, 2002. Approximately 101 people attended the most recent open house. Representatives from the Montana del Sol, Stonebrook 1 and 2, Scottsdale Princess, Crown Pointe Estates, Scottsdale Fairmont Princess, and Princess Views 2 communities attended the meetings. Many of the comments and concerns expressed at the three open houses have been incorporated into the Park Site Plan, including the reduction of the number of soccer fields from 11 to 10, reduction in the size of the soccer fields (north of Princess Drive) from 360 to 300 feet, location of Princess Drive along the alignment identified in the General Plan, and signalization and traffic mitigation to prevent westward movement of traffic at the Princess Drive and Hayden Road intersection. Additional public input was received at the joint Parks & Recreation Commission and Transportation Commission meetings on July 18th and September 4, 2002.

**STAFF
RECOMMENDATION****Recommended Approach:**

Staff recommends approval, subject to the attached stipulations.

**RESPONSIBLE
DEPT(S)****Planning and Development Services Department, Community Services
Department and Capitol Projects Management**

Current Planning Services, Parks and Recreation and Facilities and Capital Project Management

STAFF CONTACT(S)


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APPROVED BY



Alan Ward
Senior Planner
Report Author



Randy Grant
Chief Planning Officer

ATTACHMENTS

1. Applicant's Narrative
2. Context Aerial
- 2A. Aerial Close-Up
3. Land Use Map
4. Zoning Map
5. Stipulations
6. Additional Information
7. Traffic Impact Summary
8. Citizen Involvement
9. Sports field Lighting Plans
10. Site Plan

CAP Basin Park – Project Narrative:

Background:

In the mid-1990's, the City of Scottsdale purchased a 120-acre site at the northeast corner of Bell & Hayden Roads for the purpose of providing parking during the Phoenix Open. The northern portion of the parcel was sold to a homebuilder in order to help pay off the debt. The remaining 71 (net) acres were retained as parking for special events. It was determined that this parcel would help meet the needs for athletic fields in Scottsdale. The "CAP Basin Lighted Sports Complex" was included in the September 2000 bond issue, which was passed by the voters. The site is located north and south of Princess Drive, along the east side of Hayden Road. A large detention basin has been constructed in the southeast corner of the site. It is tied to the TPC golf course with a storm drain outlet pipe that provides overflow flood storage capacity for the golf course.

The first neighborhood meeting was held on Aug. 17, 2000. Eleven soccer fields were shown. At the neighbors' request, these were reduced to 10 fields and shortened to 300 feet (from 360). This change was shown at a public meeting on Nov. 9, 2000. Staff also added a large open space (turf) play area north of Princess Dr, along with a playground, shade ramada and restroom building. Additionally, we added a loop path/trail system around the park. Neighbors questioned the capacity of the parking lots to handle large soccer tournaments. Additional parking was added, bringing the total to over 800 spaces.

From the start, staff envisioned a pedestrian grade-separated crossing tying together the park parcels north and south of Princess Drive. In recent months, this has been refined to a pedestrian bridge that is open and safe, situated at grade – with Princess Drive depressed. This allows for easy, safe and secure access for pedestrians. The bridge will also be designed for vehicular loading, so that it can be used for automobile parking access during special events such as the Phoenix Open.

Another neighborhood meeting was held on May 30, 2002 – with a more detailed concept plan. As a result of further neighborhood input, we moved the proposed basketball court to the south side of Princess Drive.

A Transportation Commission hearing was held on July 18, 2002 to determine the alignment of Princess Drive. This case was continued, based on neighborhood concerns regarding through traffic on Princess Dr. A joint study session of Transportation and Parks/Rec Commissions was held on August 18, 2002. At this time, a modified concept was shown for the intersection of Princess/Hayden – to restrict through traffic.

A joint meeting of Transportation and Parks/Rec Commission was held on Sep. 4, 2002. Three alternative roadway alignments (Princess Drive, east of Hayden) were presented. The Transportation Commission approved the roadway alignment as shown. Parks/Rec Commission approved the master plan for the park.

Design:

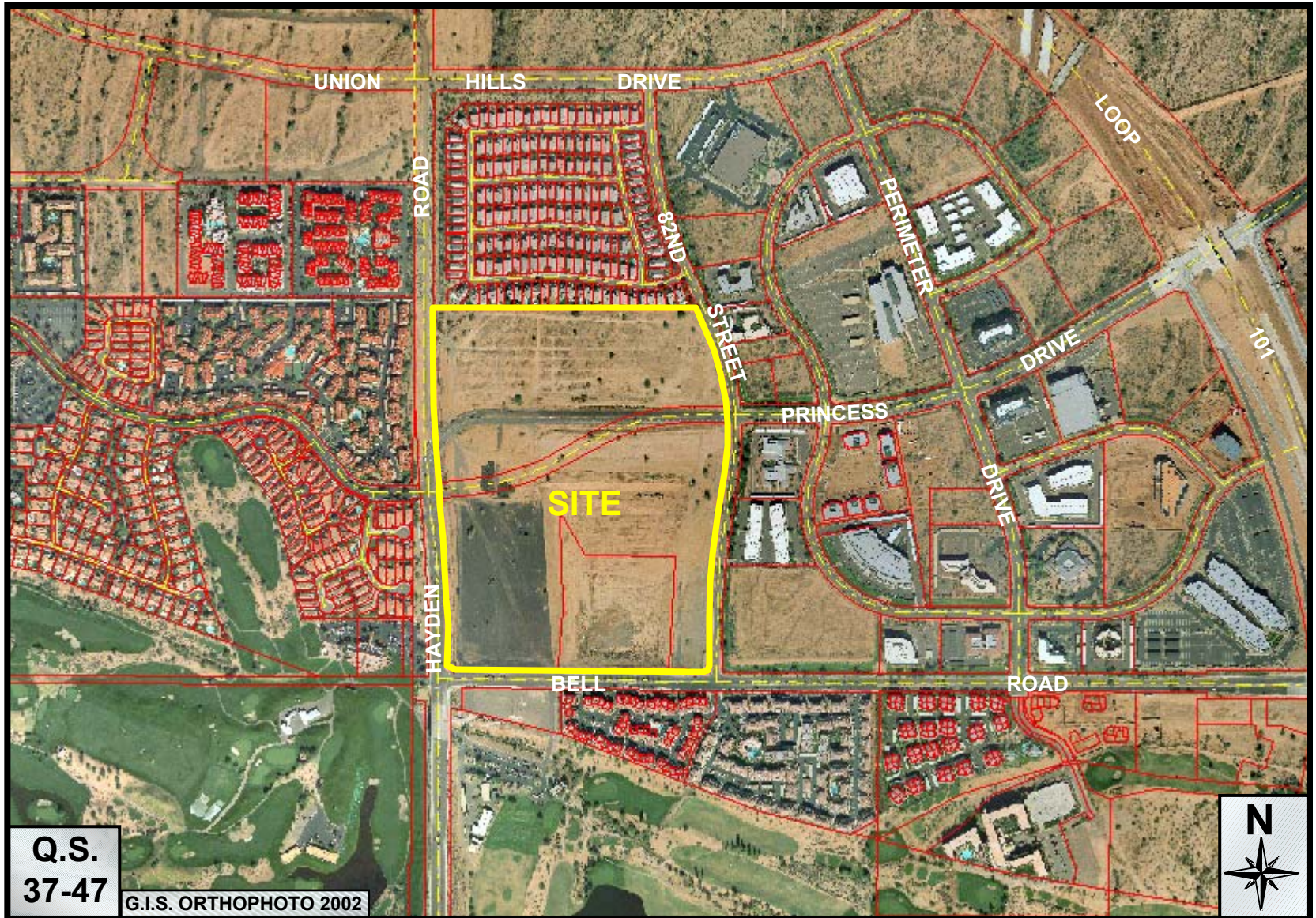
The design of the park had to be developed for two overlapping uses simultaneously. The primary use is for the Phoenix Open event parking, the other use is for public recreation. The high volume of required event parking limits the flexibility for public park design. The park features are laid out over the event parking grid pattern, and then the grid is disguised and softened with curvilinear walks and landscaping that do not interfere with the event parking.

The park design includes the following features:

- Princess Drive road re-alignment
 - 10 Soccer fields – (4 lighted fields in basin)
 - Lighted Parking Lots with 662 spaces paved, and 162 overflow spaces
 - Lighted basketball court
 - Playground w/ restroom, ramada and seating
 - Open turf play areas
 - Pedestrian bridge
 - Lighted concrete pathways throughout
 - DG pathway
 - Restroom / concession building
 - Maintenance building and yard
-
- *Grading/drainage* – Offsite and onsite drainage has been considered and incorporated into the park layout. The parks grading is designed to reduce the impact of the Princess Dr. traffic, provide for fluid pedestrian circulation both north and south of Princess and vertically in and out of the basin. The basin slopes are stepped back to maximize event parking and also to help the park basin look as if it were intended for a sports venue rather than a square detention basin. The “aesthetic” grading is all incorporated with and accommodates the site drainage requirements.
 - *Landscaping* – Trees and shrubs are not very compatible with the event parking. There are some areas around the perimeter for shrubs, and trees can be located on the parking grid, but the interior needs to accommodate parking. But rather than just flat turf and granite, the design uses ornamental grasses that can be cut back to the ground and parked over during event parking, but will provide visual interest and enhance the park throughout the rest of the year. Perimeter landscape buffering will be utilized for the purpose of mitigating the impact of active recreation on adjacent residential neighbors.
 - *Traffic* – A traffic study has been conducted to evaluate the traffic circulation and impacts for the park as well as the Phoenix Open parking event.
 - *Turf* – The playing fields will be constructed using various depths of sand, aggregate base and drainage tile. The requirement for parking on the fields requires a much higher level of field development (compared to standard City

park), to accommodate parking and reduce maintenance/repair operations, so that safe playing conditions can be maintained.

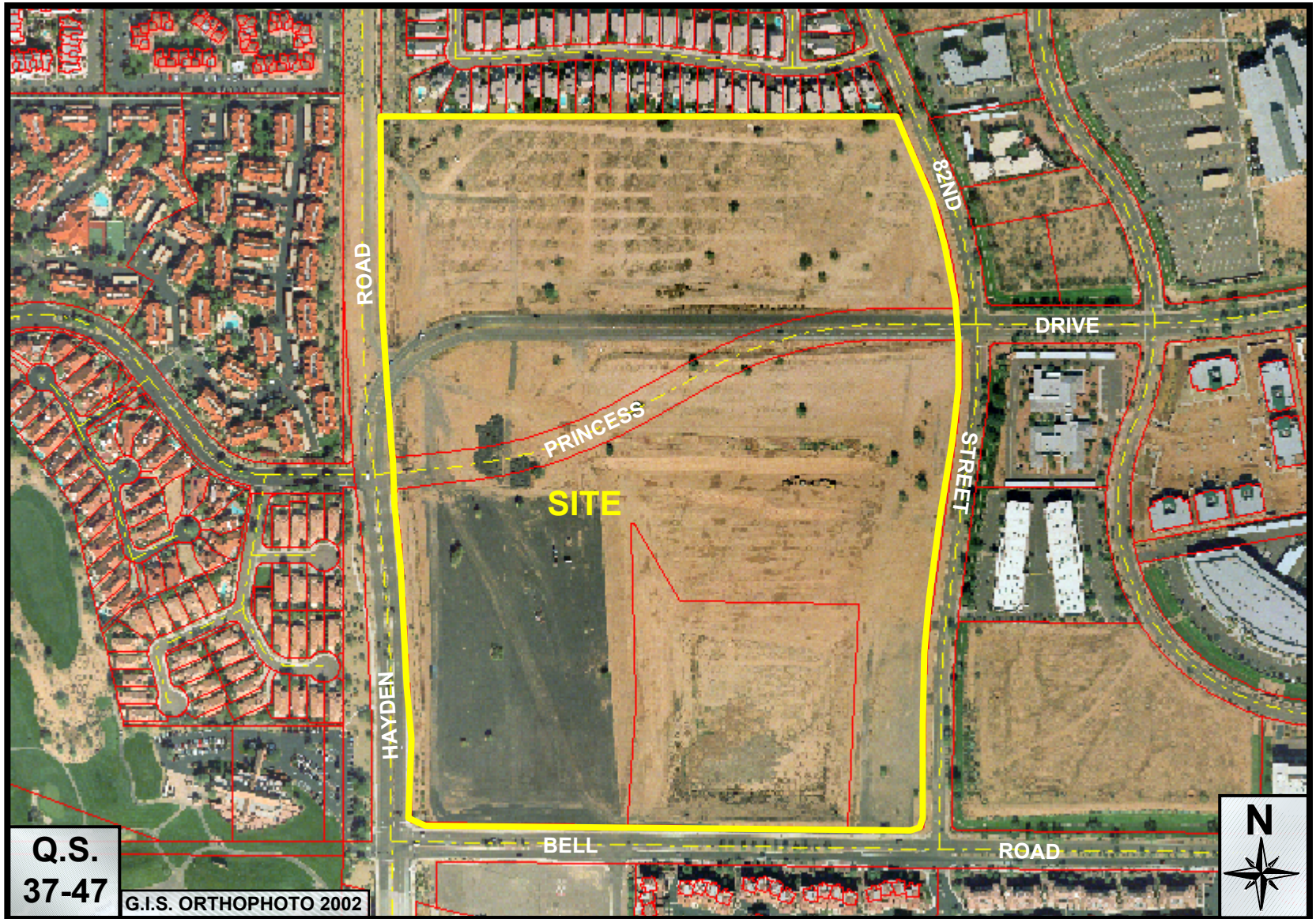
- *Water* – The turf will be irrigated using a water source from the city water campus, which is a combination of CAP raw water and treated effluent pumped from the TPC golf course lake. Trees and shrubs will be irrigated with potable water from city mains.
- *Architecture* – There are two small buildings on this site; one park restroom on the north side of Princess Dr.; the other a park restroom/concession and maintenance building built into the slope of the basin. There are also five small picnic ramadas. The architectural design utilizes durable, low-maintenance materials compatible to the area; including concrete block, steel beams and supports, and metal seam roof. Colors will be subdued, blend with the desert and the surrounding vernacular. The general design includes green sandblasted columns supporting folded metal roof structures that hover over split face concrete masonry walls.
- *Lighting* - Area lighting will be provided at the jogging path & trail that surrounds the park. The City typically uses 16' high lights with full cut-off fixtures. Parking lots will also be lighted. Sport field lighting at the 4 fields in the basin will meet IES standards.
- *Public art* – will be incorporated into the design of the project and will be integral to the project. The art will contribute to the character and sense of the place. As such, it will reflect a heightened level of design, embrace the desert southwest identity and natural landscape features, and inspire the public to use the park and return to it.



CAP Basin Park

2-UP-2003

ATTACHMENT #2

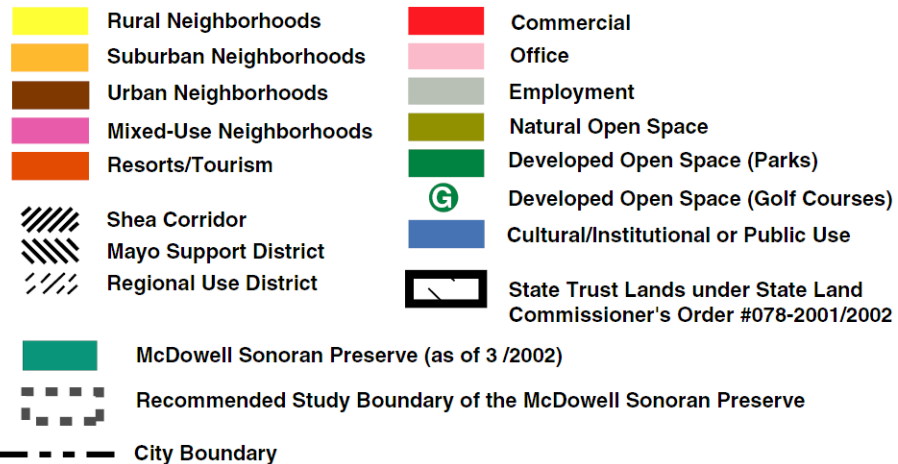
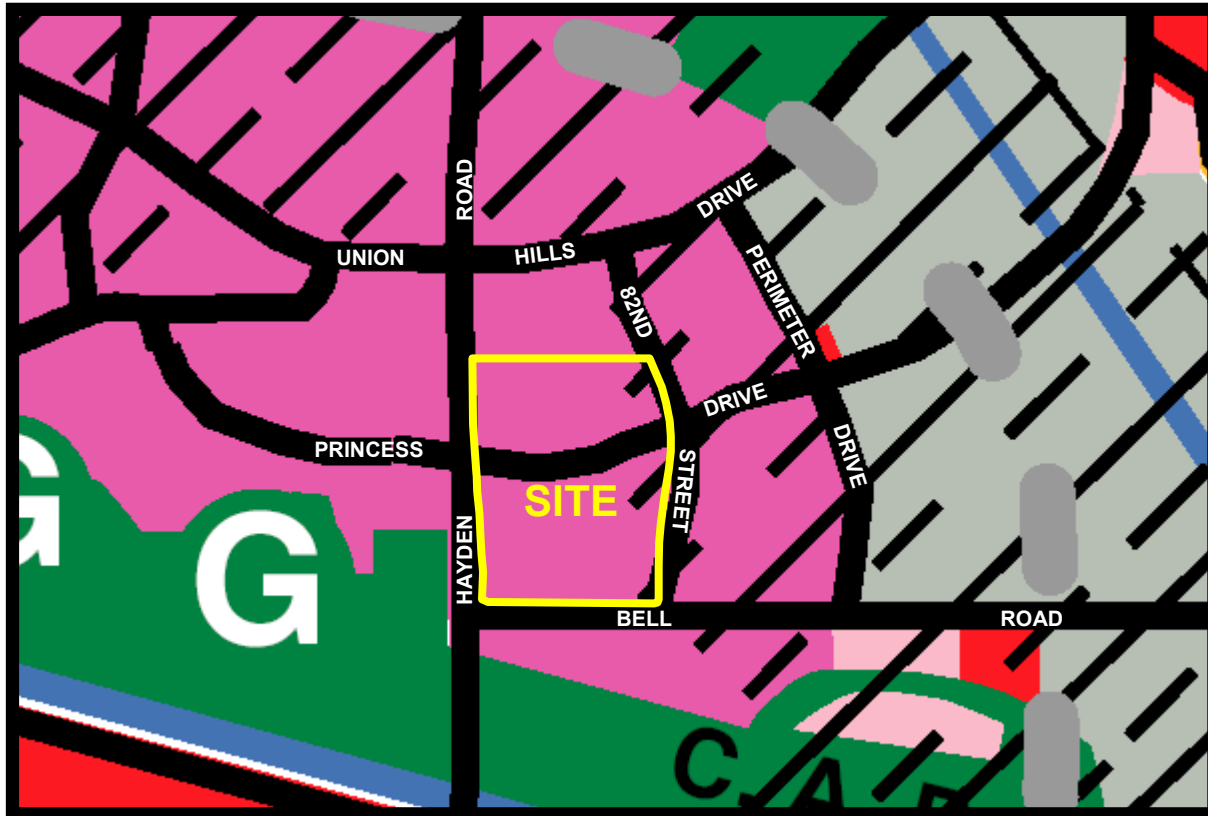


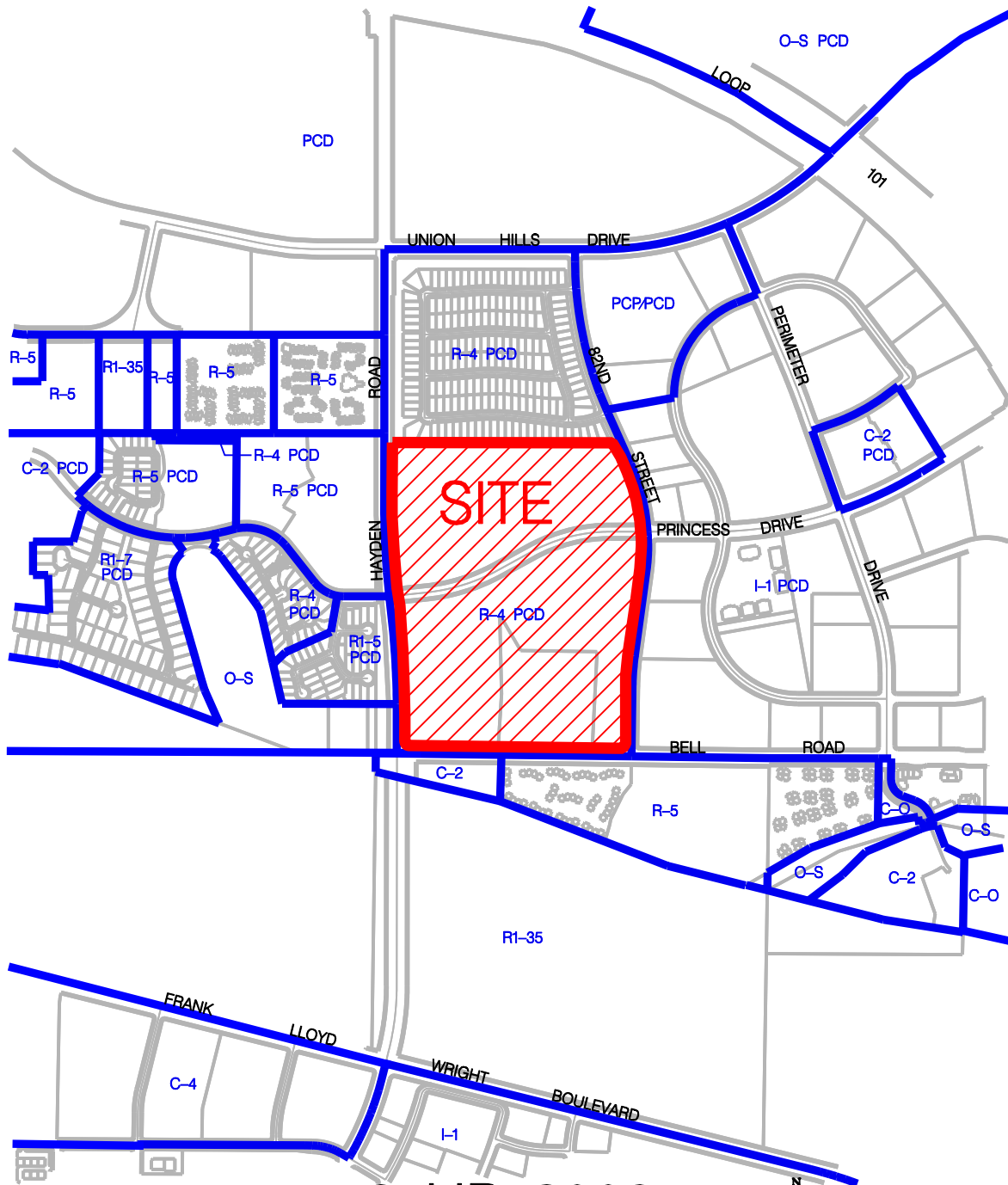
CAP Basin Park

2-UP-2003

ATTACHMENT #2A

General Plan





2-UP-2003
ATTACHMENT #4

STIPULATIONS FOR CASE 2-UP-2003

PLANNING/ DEVELOPMENT

1. **CONFORMANCE TO DEVELOPMENT SUBMITTAL.** Development shall conform with the site plan submitted by Municipal Services Department, Capital Project Management and receipt dated by Planning and Development Services Department staff on 12/13/2002. These stipulations take precedence over the above-referenced site plan. Any proposed significant change, as determined by the Zoning Administrator, shall be subject to subsequent public hearings before the Planning Commission and City Council.
2. **BUILDING HEIGHT LIMITATIONS.** No building on the site shall exceed 30 feet in height, as *defined in the Zoning Ordinance.*
3. **PEDESTRIAN ACCESS.** *With the Development Review Board submittal, the developer shall submit a plan providing pedestrian access to the commercial and recreational areas on and adjacent to the site.*
4. **RECREATION FIELD LIGHTING.** *With the Development Review Board submittal the developer shall provide the following photometric studies, to the satisfaction of city staff, at a minimum, and all photometric studies shall include a "summary" section with data on; minimum, maximum and average illuminance; maximum to minimum uniformity ratio; and the maintenance factor utilized. The submittal shall also include an aiming diagram and summary table that details the quantity and types of luminaires for each pole.*
 - a. **HORIZONTAL ILLUMINANCE SHEET.** *The horizontal illuminance sheet shall provide the following:*
 - i. *Initial horizontal illuminance at three (3) feet above grade across the playing surface of the field, at a grid spacing that matches IESNA recommended practice for the type of sports field or court. The maintenance factor shall equal 1.00.*
 - ii. *Maintained horizontal illuminance at three (3) feet above grade across the playing surface of the field, at a grid spacing that matches IESNA recommended practice for the type of sports field or court. The maintenance factor shall equal 0.80.*
 - iii. *Labeled pole locations for all poles and include a "summary" section listing the total number of luminaires, lamp types and their associated wattages.*
 - b. **VERTICAL ILLUMINANCE SHEET.** *The vertical illuminance sheet shall provide the following:*
 - i. *Initial vertical illuminance at six (6) feet above grade along a perimeter one-hundred-fifty (150) feet away from all playing field boundaries. The illuminance shall not exceed 0.80 FC at any point along the above-mentioned perimeter.*
 - ii. *Initial vertical illuminance at six (6) feet above grade along a perimeter following the project property lines along Bell Road, Hayden Road, Princess Drive and 82nd Street. The illuminance shall not exceed 0.30 FC at any point along the above-mentioned perimeter, and the average of the points shall not exceed 0.30 FC.*
 - iii. *All of the vertical calculation points shall be measured by having the "meter" facing inward toward the field and aimed at ninety (90) degrees above nadir. All of the calculations shall be performed at a grid spacing equal to the grid spacing*

calculation points on the fields. All vertical illuminance (light trespass) calculations shall be based upon initial values only (maintenance factor = 1.00).

- iv. *All vertical illuminance calculations shall be based upon all sports fields operating concurrently.*
5. *BASKETBALL LIGHTING. With the Development Review Board submittal the developer shall provide the following photometric studies, to the satisfaction of city staff, at a minimum, and all photometric studies shall include a "summary" section with data on; minimum, maximum and average illuminance; maximum to minimum uniformity ratio; and the maintenance factor utilized.*
 - a. *HORIZONTAL ILLUMINANCE SHEET. The horizontal illuminance sheet shall provide the following:*
 - i. *Maintained horizontal illuminance at three (3) feet above grade across the playing surface of the field, at a grid spacing that matches IESNA recommended practice for the type of sports field or court. The maintenance factor shall equal 0.80.*
 - ii. *Maximum height of basketball court lighting shall be (25) twenty-five feet.*
6. *PARKING LOTS and PATHWAYS. With the Development Review Board submittal the developer shall provide the following photometric studies, to the satisfaction of city staff, at a minimum, and all photometric studies shall include a "summary" section with data on; minimum, maximum and average illuminance; maximum to minimum uniformity ratio; and the maintenance factor utilized.*
 - a. *HORIZONTAL ILLUMINANCE SHEET. The horizontal illuminance sheet shall provide the following:*
 - i. *Maintained horizontal illuminance at three (3) feet above grade across the playing surface of the field, at a grid spacing that matches IESNA recommended practice for the type of sports field or court. The maintenance factor shall equal 0.80.*
7. *POLE AND FIXTURE COLORS. All sports lighting poles, luminaires, and associated pole-mounted equipment shall be treated with a flat black finish, to the satisfaction of city staff.*
8. *TYPES OF LUMINAIRES. All sports lighting luminaires shall either be selected from among the luminaires currently pre-approved by the City of Scottsdale Community Services Department or provide sufficient technical information on alternative luminaires with state-of-the-art glare control for staff review.*
9. *HOURS OF OPERATION. All sports lighting shall be on an automated control system that prevents operation of the lights when the fields and courts are not in actual use. The automated control system shall be set so that all sports lighting shall remain off between the hours of 11 p.m. and 6 a.m., to the satisfaction of city staff.*
10. *LIGHTING CONTROLS. All lighting for each field and court shall be operated and controlled separately. The basketball court lighting shall utilize a push button system that turns the lights on for a maximum of 60 minutes only when the button is pushed.*
11. *BURN IN. The initial burn-in of the lamps shall take place during the daytime hours and up until 11 p.m. only.*
12. *HEIGHT. The height of the sports lighting poles shall be a maximum of eighty (80) feet measured from finished grade of the fields to top of pole, to the satisfaction of Development / Quality Compliance and Inspection Services Staff.*

13. *NUMBER OF POLES. The maximum number of soccer lighting poles to be installed as part of this submittal shall be up to eighteen (18), and the number of basketball lighting poles shall be up to six (6).*
14. *LIGHTING INSPECTION. Before the issuance of a Certificate of Occupancy for this site or Final Inspection by Inspection Services, the applicant shall make arrangements for an on site verification of the vertical illuminance light trespass calculations with Community Services Staff. The developer shall be responsible for providing all necessary equipment and staff to conduct the verification.*

CIRCULATION

1. STREET CONSTRUCTION.

*PRINCESS DRIVE- MINOR ARTERIAL, 110' ROW (FULL) 90 FEET EXISTING, 80 FEET B/C TO B/C (INCLUDES BIKE LANES), SIDEWALK IS ON PARK OUTSIDE OF THE ROW
BELL ROAD- ROW AND STREET IMPROVEMENTS ARE EXISTING.
HAYDEN ROAD- ROW AND STREET IMPROVEMENTS ARE EXISTING OR WILL BE BUILT WITH HAYDEN ROAD PROJECT.
82ND STREET- ROW AND STREET IMPROVEMENTS ARE EXISTING, NEED 5-FOOT WIDE SIDEWALK ALONG THE SITE'S FRONTAGE, SEPARATED FROM CURB.*

2. **TRAFFIC IMPACT STUDY.** With the Development Review Board submittal, the developer shall submit a traffic impact study for the site, which shall be subject to City staff approval. The Traffic Impact Study must be approved by the City of Scottsdale before the Development Review Board (DRB) case can be scheduled for a DRB hearing, and before the developer submits the improvement plans to the Development Quality/Compliance Division.
3. **ACCESS RESTRICTIONS.** Before issuance of any certificate of occupancy for the site, the developer shall dedicate the necessary right-of-way, as determined by city staff, and construct the following access to the site. Access to the site shall conform to the following restrictions (distances measured to the driveway or street centerlines):
 - a. [PRINCESS DRIVE] - The developer shall dedicate a one foot wide vehicular non-access easement on this street except at the approved street entrance.
4. **MEDIAN RECONSTRUCTION.**

*PRINCESS DRIVE- FULL MEDIAN OPENING AT THE MAIN PARK DRIVEWAY IS REQUIRED
BELL ROAD- MODIFY THE EXISTING MEDIAN OPENING (FOR TDESERT TPC GOLF COURSE) TO PROVIDE WESTBOUND LEFT TURN.*
5. **MASTER CIRCULATION PLAN.** With the Development Review Board submittal, the developer shall submit a Master Circulation Plan for the site, which shall be subject to city staff approval. This plan shall indicate the location and design of site driveways, internal streets, parking lot access and bus facilities.
6. **PEDESTRIAN CIRCULATION PLAN.** With the Development Review Board submittal, the developer shall submit a Pedestrian Circulation Plan for the site, which shall be subject to city staff approval. This plan shall indicate the location and width of all sidewalks and pedestrian pathways.

7. TRANSIT FACILITIES. Before issuance of any certificate of occupancy for the site, the developer shall construct a bus bay and stop facilities (landscaping, bench and trash can) *IF REQUIRED BY THE CITY OF SCOTTSDALE TRANSIT DEPARTMENT*. The design and location of these facilities shall be subject to city staff approval (Transit Department 480-312-7696) before any final plan approval.

DRAINAGE AND FLOOD CONTROL

1. CONCEPTUAL DRAINAGE REPORT. With the Development Review Board submittal, the developer shall submit a conceptual drainage report and plan subject to city staff approval. The conceptual report and plan shall conform to the Design Standards and Policies Manual - Drainage Report Preparation. *THE PROPOSED DRAINAGE DESIGN HAS BEEN ACCEPTED BY THE CITY OF SCOTTSDALE CIP AND FLOOD PLAIN ADMINISTRATOR. ALL THE DRAINAGE DESIGN CRITERIA SHALL BE PER THE ACCEPTED PRELIMINARY DRAINAGE REPORT FOR C.A.P. BASIN PARK, DATED DECEMBER 12, 2002 PREPARED BY E.E.C.Inc.*
2. In addition, the conceptual drainage report and plan shall:
 - a. Identify all major wash corridors entering and exiting the site, and calculate the peak discharge (100-yr, 6-hr storm event) for a pre- versus post-development discharge comparison of ALL washes which exit the property.
 - b. Determine easement dimensions necessary to accommodate design discharges.
 - c. Demonstrate how the storm water storage requirement is satisfied, indicating the location, volume and drainage area of all storage.
 - d. Include flood zone information to establish the basis for determining finish floor elevations in conformance with the Scottsdale Revised Code.
 - e. Include a complete description of requirements relating to project phasing.
3. FINAL DRAINAGE REPORT. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a final drainage report and plan subject to city staff approval. The final drainage report and plan shall conform to the Design Standards and Policies Manual – Drainage Report and Preparation. In addition, the final drainage report and plan shall:
 - a. Demonstrate consistency with the *PRELIMINARY DRAINAGE REPORT FOR THE CAP BASIN PARK DATED DECEMBER 12, 2002 BY E.E.C. Inc.*
 - (1). Any design that modifies the ABOVE-ACCEPTED drainage report requires from the developer a site-specific addendum to the final drainage report and plan, subject to review and approval by the city staff.
4. STORM WATER STORAGE REQUIREMENT. Before improvement plan approval, the developer shall submit a final drainage report and plan which calculates the storm water storage volume required, V_r , and the volume provided, V_p , using the 100-year, 2-hour storm event.
3. STORM WATER STORAGE REQUIREMENT. On-site storm water storage is required for the full 100-year, 2-hour storm event, unless city staff approves the developer's Request for Waiver. See Section 2 of the Design Standards and Policies Manual for waiver criteria.

- a. If applicable, the developer shall submit to the Community Development Division a Request for Waiver Review form, which shall:
 - (1). Include a supportive argument that demonstrates historical flow through the site will be maintained, and that storm water runoff exiting this site has a safe place to flow.
 - (2). Include an estimate for payment in-lieu of on-site storm water storage, subject to city staff approval.
 - b. The developer shall obtain an approved Stormwater Storage Waiver. The approved waiver shall be obtained before the Development Review Board (DRB) case can be scheduled for a DRB hearing, and before the developer submits the improvement plans to the Development Quality/Compliance Division.
4. STORM WATER STORAGE EASEMENTS. With the Development Review Board submittal, the developer shall submit a site plan subject to city staff approval. The site plan shall include and identify tracts with easements dedicated for the purposes of storm water storage, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual.
 5. DRAINAGE EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all drainage easements necessary to serve the site.

VERIFICATION OF COMPLIANCE

1. REQUIRED SPECIAL INSPECTIONS. Before the approval of the improvement plans, the Project Quality/Compliance Division staff shall specify those drainage facilities that shall be required to have Special Inspections. See Section 2-109 of the Design Standards and Policies Manual for more information on this process.
2. CONDITION FOR ISSUANCE OF GRADING & DRAINAGE PERMIT. Before the issuance of a Grading & Drainage Permit:
 - a. The developer shall certify to the Project Quality/Compliance Division, that it has retained an Inspecting Engineer by completing Part I (Project Information) and Part II (Owner's Notification of Special Inspection) of the Certificate of Special Inspection of Drainage Facilities (CSIDF); and,
 - b. The Inspecting Engineer shall seal, sign and date Part III (Certificate of Responsibility) of the CSIDF.
3. CONDITION FOR ISSUANCE OF CERTIFICATE OF OCCUPANCY AND/OR LETTER OF ACCEPTANCE. Before the issuance of a Certificate of Occupancy and/or a Letter of Acceptance:
 - a. The Inspecting Engineer shall seal, sign and date the Certificate of Compliance form.
 - b. The developer shall submit all required Special Inspection Checklists and the completed Certificate of Compliance form to the Inspection Services Division. The Certificate of Compliance form shall be sealed, signed and dated by the Inspecting Engineer, and shall be attached to all required Special Inspection Checklists completed by the Inspecting Engineer.
4. AS-BUILT PLANS. City staff may at any time request the developer to submit As-built plans to the Inspection Services Division. As-built plans shall be certified in writing by a registered professional civil engineer, using as-built data from a registered land surveyor. As-built plans for drainage facilities and structures shall include, but are not limited to, streets, lot grading, storm

drain pipe, valley gutters, curb and gutter, flood walls, culverts, inlet and outlet structures, dams, berms, lined and unlined open channels, storm water storage basins and underground storm water storage tanks, bridges as determined by city staff.

WATER

1. **BASIS OF DESIGN REPORT (WATER).** Before the improvement plan submittal to the Development Quality/Compliance Division, the developer shall submit a basis of design report and plan to the One Stop Shop in Development Services. The report must be approved by the Water Resources Department before the developer submits the improvement plans to the One Stop Shop. The basis of design report shall conform to the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
 - a. Identify the location, size, condition and availability of existing water lines and water related facilities such as water valves, water services, fire hydrants, back-flow prevention structures, etc.
 - b. Identify the timing of and parties responsible for construction of all water facilities.
 - c. Include a complete description of requirements relating to project phasing.
2. **APPROVED BASIS OF DESIGN REPORT.** Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.
3. **NEW WATER FACILITIES.** Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all water lines and water related facilities necessary to serve the site. Water line and water related facilities shall conform to the city Water System Master Plan.

WATERLINE EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code the Design Standards and Policies Manual, all water easements necessary to serve the site.

WASTEWATER

1. **BASIS OF DESIGN REPORT (SANITARY SEWER).**). Before the improvement plan submittal to the Development Quality/Compliance Division, the developer shall submit a basis of design report and plan to the One Stop Shop in Development Services. The report must be approved by the Water Resources Department before the developer submits the improvement plans to the One Stop Shop. The basis of design report shall conform to the Design Standards and Policies Manual. In addition, the basis of design report and plan shall:
 - a. Identify the location of, the size, condition and availability of existing sanitary sewer lines and wastewater related facilities.
 - b. Identify the timing of and parties responsible for construction of all sanitary sewer facilities.
 - c. Include a complete description of requirements relating to project phasing.
2. **APPROVED BASIS OF DESIGN REPORT.** Before the improvement plan submittal to the Project Quality/Compliance Division, the developer shall have obtained approval of the Basis of Design Report.
3. **NEW WASTEWATER FACILITIES.** Before the issuance of Letters of Acceptance by the Inspection Services Division, the developer shall provide all sanitary sewer lines and wastewater

related facilities necessary to serve the site. Sanitary sewer lines and wastewater related facilities shall conform to the city Wastewater System Master Plan.

4. SANITARY SEWER EASEMENTS. Before the issuance of any building permit for the site, the developer shall dedicate to the city, in conformance with the Scottsdale Revised Code and the Design Standards and Policies Manual, all sewer easements necessary to serve the site.

OTHER REQUIREMENTS

1. ENVIRONMENTAL PROTECTION AGENCY (EPA) REQUIREMENTS. All construction activities that disturb one or more acres shall obtain coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. [NOI forms are available in the City of Scottsdale One Stop Shop, 7447 East Indian School Road, Suite 100. Contact Region 9 of the U.S. Environmental Protection Agency at 415-744-1500, and the Arizona Department of Environmental Quality at 602-207-4574 or at web site <http://www.epa.gov/region9>.]

The developer shall:

- a. Submit a completed Notice of Intent (NOI) to the EPA.
 - b. Submit a completed Storm Water Pollution Prevention Plan (SWPPP) with the improvement plan submittal to the Development Quality/Compliance Division.
2. NOTICE OF INTENT (NOI). With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a copy of the NOI.
 3. SECTION 404 PERMITS. With the improvement plan submittal to the Project Quality/Compliance Division, the developer's engineer must certify that it complies with, or is exempt from, Section 404 of the Clean Water Act of the United States. [Section 404 regulates the discharge of dredged or fill material into a wetland, lake, (including dry lakes), river, stream (including intermittent streams, ephemeral washes, and arroyos), or other waters of the United States.]
 4. DUST CONTROL PERMITS. Before commencing grading on sites 1/10 acre or larger, the developer shall have obtained a Dust Control Permit (earth moving equipment permit) from Maricopa County Division of Air Pollution Control. Call the county 602-507-6727 for fees and application information.
 5. UTILITY CONFLICT COORDINATION. With the improvement plan submittal to the Project Quality/Compliance Division, the developer shall submit a signed No Conflict form (not required for city owned utilities) from every affected utility company.
 6. ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY REQUIREMENTS (ADEQ). The developer shall be responsible for conformance with ADEQ regulations and requirements for submittals, approvals, and notifications. The developer shall demonstrate compliance with Engineering Bulletin #10 Guidelines for the Construction of Water Systems, and Engineering Bulletin #11 Minimum Requirements for Design, Submission of Plans, and Specifications of Sewerage Works, published by the ADEQ. In addition:
 - a. Before approval of final improvement plans by the Project Quality/Compliance Division, the developer shall submit a cover sheet for the final improvement plans with a completed signature and date of approval from the Maricopa County Environmental Services Department (MCESD).

- b. Before issuance of encroachment permits by city staff, the developer shall provide evidence to city staff that a Certificate of Approval to Construct Water and/or Wastewater Systems has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
- c. Before commencing construction, the developer shall submit evidence to city staff that Notification of Starting Construction has been submitted to the MCESD. This evidence shall be on a document developed and date stamped by the MCESD staff.
- d. Before acceptance of improvements by the city Inspection Services Division, the developer shall submit a Certificate of Approval of Construction signed by the MCESD and a copy of the As-Built drawings.
- e. Before issuance of Letters of Acceptance by the city Inspection Services Division, the developer shall:
 - (1). Provide to the MCESD, As-Built drawings for the water and/or sanitary sewer lines and all related facilities, subject to approval by the MCESD staff, and to city staff, a copy of the approved As-Built drawings and/or a Certification of As-Built, as issued by the MCESD.
 - (2). Provide to the MCESD a copy of the Engineers Certificate of Completion with all test results, analysis results, and calculations, as indicated on the form.
 - (3). Provide to the MCESD a copy of the Request for Certificate of Approval of Construction of water and/or sanitary sewer lines with all appropriate quantities.
 - (4). Provide the city Inspection Services Division a copy of the Certificate of Approval of Construction, as issued by the MCESD.

ADDITIONAL INFORMATION FOR CASE 2-UP-2003

PLANNING/DEVELOPMENT

1. DEVELOPMENT CONTINGENCIES. The approved development program, including intensity, may be changed due to *Zoning Ordinance requirements*, drainage issues, topography, and other site planning concerns which will need to be resolved at the time of preliminary plat or site plan approval. Appropriate design solutions to these constraints may preclude achievement of the proposed development program.
2. DEVELOPMENT REVIEW BOARD. The City Council directs the Development Review Board's attention to:
 - a. wall and fencing design,
 - b. the type, height, design, and intensity of proposed lighting on the site, including sports field lighting, to ensure that it is compatible with the adjacent uses,
 - c. improvement plans for common open space, common buildings and/or walls, and amenities such as ramadas, trails, paths, and landscape buffers.
 - d. major stormwater management systems,
 - e. alterations to natural watercourses (all watercourses with a 100 year flow of 250 cfs to 749 cfs),
 - f. signage,
 - g. screening of parking areas,
 - h. and pedestrian connections within and adjacent to the site.

ENGINEERING

1. RESPONSIBILITY FOR CONSTRUCTION OF INFRASTRUCTURE. The developer shall be responsible for all improvements associated with the development or phase of the development and/or required for access or service to the development or phase of the development. Improvements shall include, but not be limited to washes, storm drains, drainage structures, water systems, sanitary sewer systems, curbs and gutters, paving, sidewalks, streetlights, street signs, and landscaping. The granting of zoning/use permit does not and shall not commit the city to provide any of these improvements.
2. FEES. The construction of water and sewer facilities necessary to serve the site shall not be in-lieu of those fees that are applicable at the time building permits are granted. Fees shall include, but not be limited to the water development fee, water resources development fee, water recharge fee, sewer development fee or development tax, water replenishment district charge, pump tax, or any other water, sewer, or effluent fee.
3. STREET CONSTRUCTION STANDARDS. The streets for the site shall be designed and constructed to the standards in the Design Standards and Policies Manual.
4. CITY CONTROL OF ACCESS. The city retains the right to modify or void access within city right-of-way. The city's responsibility to promote safe conditions for the traveling public takes precedence over the stipulations above.

TRAFFIC IMPACT ANALYSIS SUMMARY

2-UP-2002

Existing Conditions:

The subject site is located north of the CAP and south and west of the 101 Freeway. It is owned by the City of Scottsdale. The site is bounded by Bell Road to the south, Hayden Road to the west, and 82nd Street to the east. A residential neighborhood, Stone Ridge II, exists along the northern site boundary. The east-west street Princess Drive bisects the site.

Bell Road is designated as a minor arterial street on the city's previous Circulation Element, which is currently functioning as the Streets Master Plan. Hayden Road and Princess Drive are also designated as minor arterial streets on the city's previous Circulation Element. Eighty-Second Street is designated as a minor collector, which is primarily used for local business and residential traffic.

The site is currently used as a retention basin for floodwater. The site is also used for overflow parking for large events. One of these events is the Phoenix Open, which uses this site as one of its primary parking locations. It is estimated that over 500,000 spectators visited the Open during the seven-day event in 2002 and over 160,000 were present during the highest attended day Saturday January 26th.

Typical weekday and weekend traffic counts were obtained in June and July of 2002. Listed below are the approximate daily traffic counts for the following Streets based on traffic counts taken over the last 12 to 24 months: Hayden Road – 11,000 vehicles; Bell Road – 5000 vehicles; Princess Drive – 6700 vehicles; and 82nd Street – 1000 vehicles. Capacity analyses were performed using the existing peak hour traffic volumes traffic volumes for four main intersections around the site: Hayden Road and Bell Road; Hayden Road and Princess Drive; 82nd Street and Princess Drive; and 82nd Street and Bell Road. These peak hour traffic counts were collected in June and July of 2002, except the Phoenix Open counts that were from January 2002. All of these intersections are currently operating at LOS A or B.

Currently Hayden Road is being improved and extended from Bell Road north to the 101 Freeway. This extension should be completed by May 2003. Hayden Road will then be extended from the 101 Freeway to Pinnacle Peak Road by early 2004.

The section of Princess Drive from Hayden Road to 82nd Street is currently an interim roadway that was constructed to provide access from the freeway to Hayden Road. The intersection of Hayden Road and Princess Drive is currently unsignalized; however, as part of the Hayden Road Project underground infrastructure for a future traffic signal will be installed. The traffic signal is expected to be activated when Princess Drive is improved through this site, which will be concurrent with the site development.

Proposed Development:

The proposed development is an approximately 74-acre municipal park site. Park facilities are planned to include:

- 4 Lighted Championship Soccer Fields
- 6 Unlighted Soccer Fields
- Lighted Basketball Court

Playground and Ramadas
2 Restroom/Concession Facilities

The park will also incorporate a multi-use path around the entire park perimeter, a pedestrian grade separation over Princess Drive, and include four parking lots containing approximately 820 spaces.

The trip generation numbers for the proposed park is presented in the table below.

TRIP GENERATION TABLE

Land Use	Daily Total	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Land Uses							
Weekday Evening	240				120	120	240
Weekend Morning	600	300	300	600			

This trip generation is based on data provided by the City of Scottsdale Parks and Recreation department based on use of other soccer facilities. The peak use is anticipated to occur on weekend evenings and Saturday mornings during soccer tournaments.

The site has multiple access points. A right-in, right-out driveway is proposed on Bell Road between 82nd Street and Hayden Road. There are full access driveways on 82nd Street both north and south of Princess Drive and on Princess Drive east of Hayden Road.

Future Conditions:

The submitted traffic study analyzes the future traffic conditions for the year 2020. Background traffic volumes for the adjacent streets were calculated using traffic projections prepared Maricopa Association of Governments using EMME2 traffic modeling software. Capacity analyses were also provided for the Year 2020 traffic conditions with the background traffic volumes and the estimated site generated traffic.

Based on the 2020 traffic projections that were available at the time of the report and those recently completed by the Maricopa Association of Governments (MAG), the traffic projection for Princess Drive show a definite need for the connection; however, the estimated traffic volume of 12,000 vehicles per day is well within the capacity of the four lane minor arterial of 35,000 vehicles per day. The capacity of a two lane roadway is typically around 15,000 vehicles per day. However, the four lane roadway is recommended to reduce congestion, remove the need for auxiliary right turn lanes and improve access for both soccer related events and major events like the Phoenix Open. With this extra capacity provided, Princess Drive will operate with little or no delay and congestion, and well within acceptable levels of service.

The intersection of Hayden Road and Bell Road is currently signalized. The intersection of Hayden Road and Princess Drive is anticipated to be signalized once the area is fully developed. The two intersections on 82nd Street, Princess Drive and Bell Road, are not planned to be signalized; however, they can be studied to determine if signalization will

improve the operation as the area continues to develop. Based on the capacity analysis there are several improvements that should be considered to mitigate both future traffic and site generated traffic. These include the following:

- Align the east leg of Princess Drive with the existing west leg.
- Construct Princess Drive as a four lane minor arterial.
- Construct dual westbound left-turn bays and a single right-turn lane at Princess/Hayden.
- Restripe the westbound through lane to a shared through-left at Hayden/Bell.
- Construct the site access drives with two egress lanes and a single ingress lane.
- Construct a right-turn deceleration lane on Bell Road at the site entrance.

Additional Information:

There was much discussion regarding the alignment of Princess Drive and the possible offset and shifting the east leg to the north of the west leg. This was originally requested by the residents on the west side of Hayden Road in order to discourage the westbound Princess Drive traffic from continuing across Hayden Road to the private section of Princess Drive. This proposal was not favored by staff as it would negatively impact traffic on Hayden Road due to the proximity of the two intersections. This was also not favored by the neighbors to the north of the park as it would move Princess Drive closer to their homes. This concern has been addressed by constructing a median island at the intersection that will prevent the through movement and by construction of a guard gate on Princess Drive approximately 200 feet west of Hayden Road.

Summary:

The approval of this development plan will likely yield 300 trips during the weekday p.m. peak hour and 600 trips during the weekend a.m. peak hour during soccer tournaments. This traffic will be well distributed onto the streets via six site driveways. The proposed transportation improvements will accommodate both the increase in area traffic and the traffic generated by this proposed development. Capacity analyses indicate that all of the intersections can be modified to provide an acceptable level of service both for current conditions and for the projected 2020 traffic conditions.

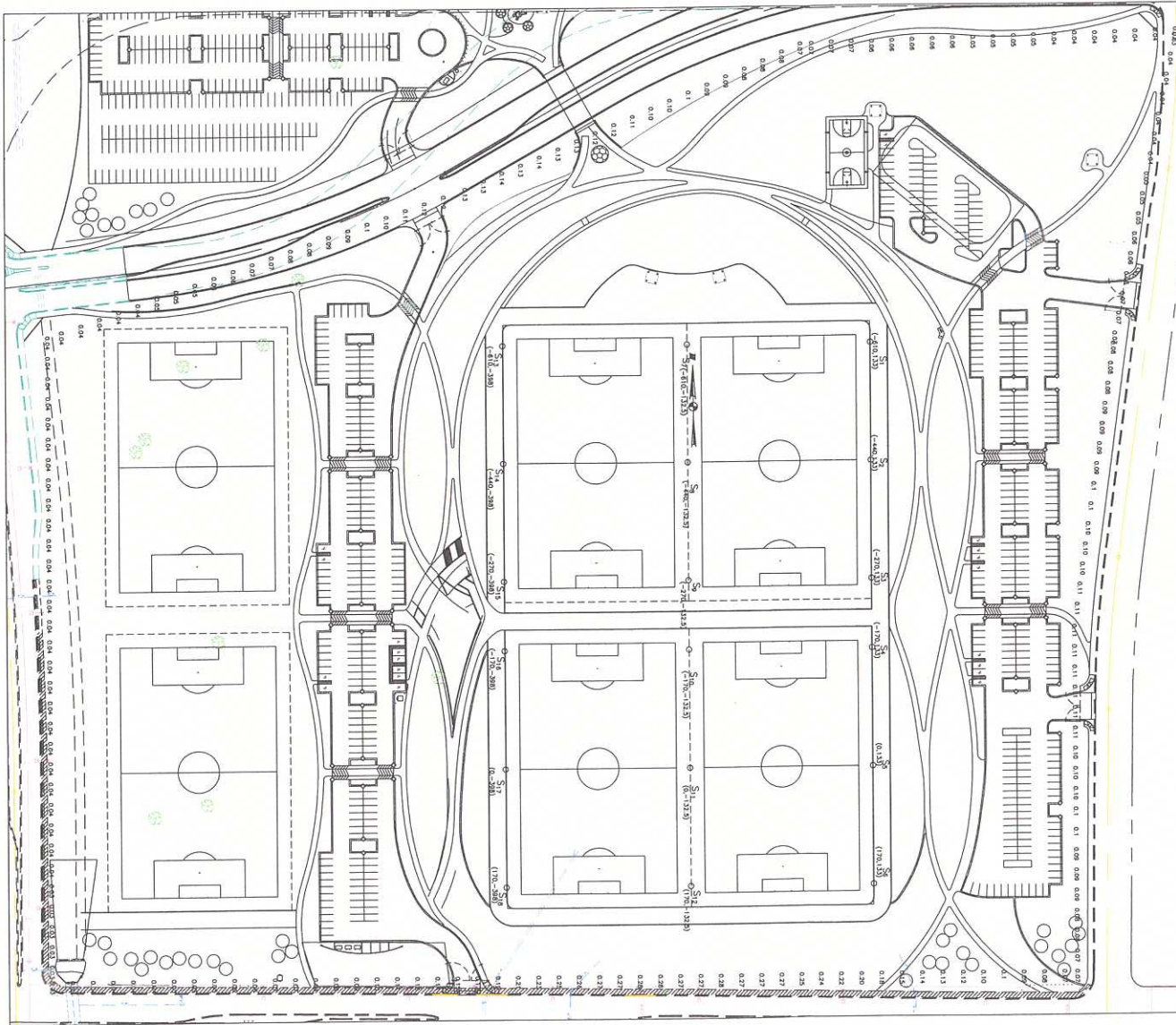
Staff Concerns/Comments:

- If Princess Drive does not align with the existing section west of Hayden Road, traffic on Hayden Road will be impacted by the two offset intersections. Staff will not support signalizing both intersection due to their proximity and the impact to progression of Hayden Road traffic.
- Both intersections of 82nd Street with Bell Road and 82nd Street with Princess Drive may need to be considered for signalization in the future with or without site traffic.

2-UP-2003
C.A.P. Basin Park

Attachment #8. Citizen Involvement

This attachment is on file at the City of
Scottsdale Current Planning office, 7447 E
Indian School Road, Suite 105.



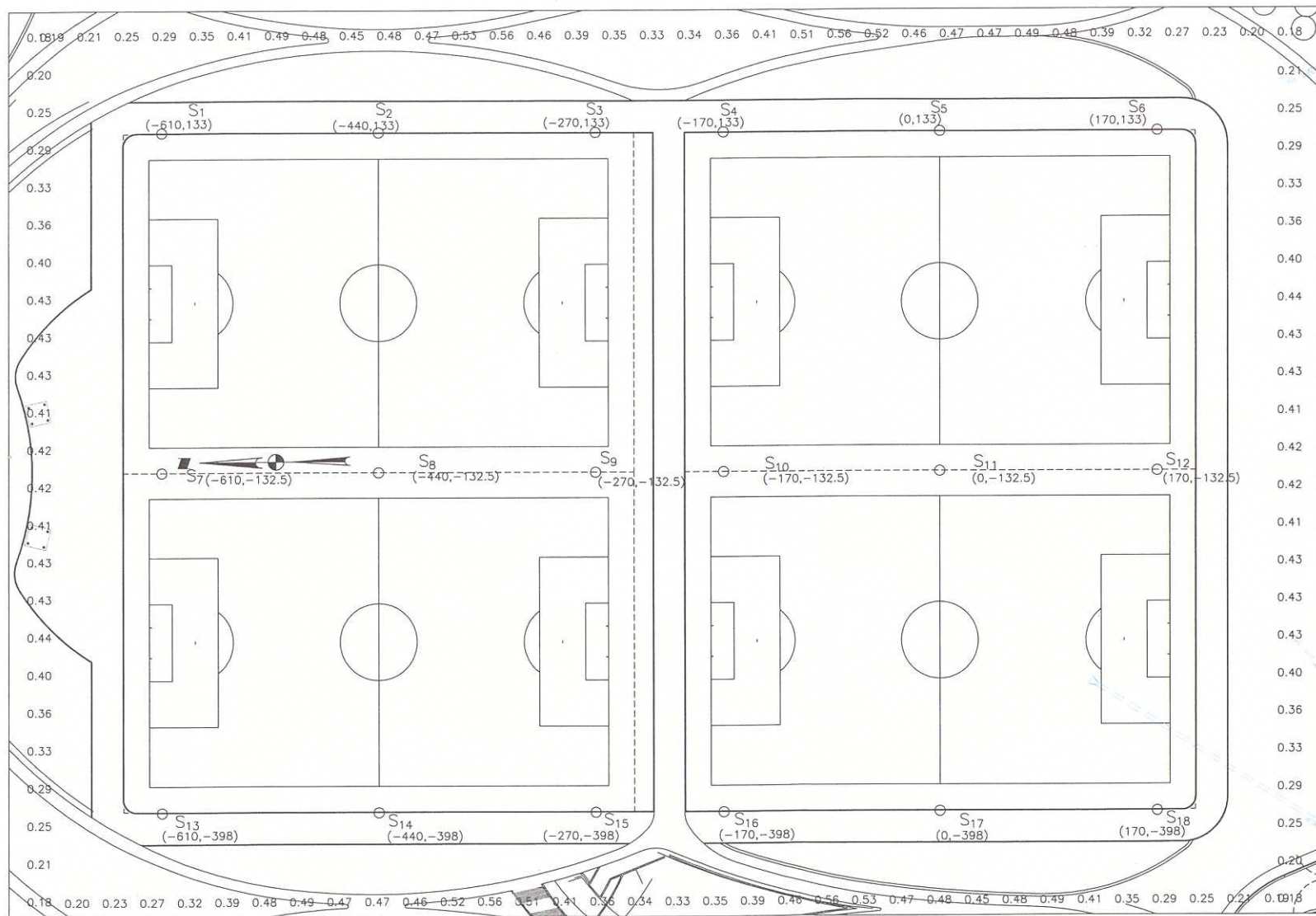
VALUES ARE INITIAL MAXIMUM ILLUMINANCE
AT OBSERVER'S EYE Z=6'
PL' BOUNDARY READING
OF POINTS 190
AVERAGE 0.09
MAXIMUM 0.28

CAP BASIN SOCCER FIELD LIGHTING

SCALE 1" = 160'

PROPERTY LINE SPILL LIGHT CALCULATION

ATTACHMENT #9



VALUES ARE INITIAL MAXIMUM ILLUMINANC
AT OBSERVER'S EYE Z=6'

100' BOUNDARY READING

# OF POINTS	114
AVERAGE	0.38
MAXIMUM	0.56

SCALE 1" = 40'

100' SPILL LIGHT CALCULATION

CAP BASIN SOCCER
FIELD LIGHTING

513-PA-2002
12/13/02

PROJECT DATA:
ZONING: R-4 PCD
NET LOT AREA: N/A
(GROSS AREA: 80 AC.)
BUILDING HEIGHT:
PROPOSED: 22'
ALLOWED: 30'
PARKING LOT LANDSCAPING:
REQUIRED: 47,600 SF
PROVIDED: 106,300 SF



Scale 1" = 80'

—II—

[illegible]

CASE#513-PA-2002

7-11P-2003
3/12/2003

ATTACHMENT #10